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CYCLE GUIDE

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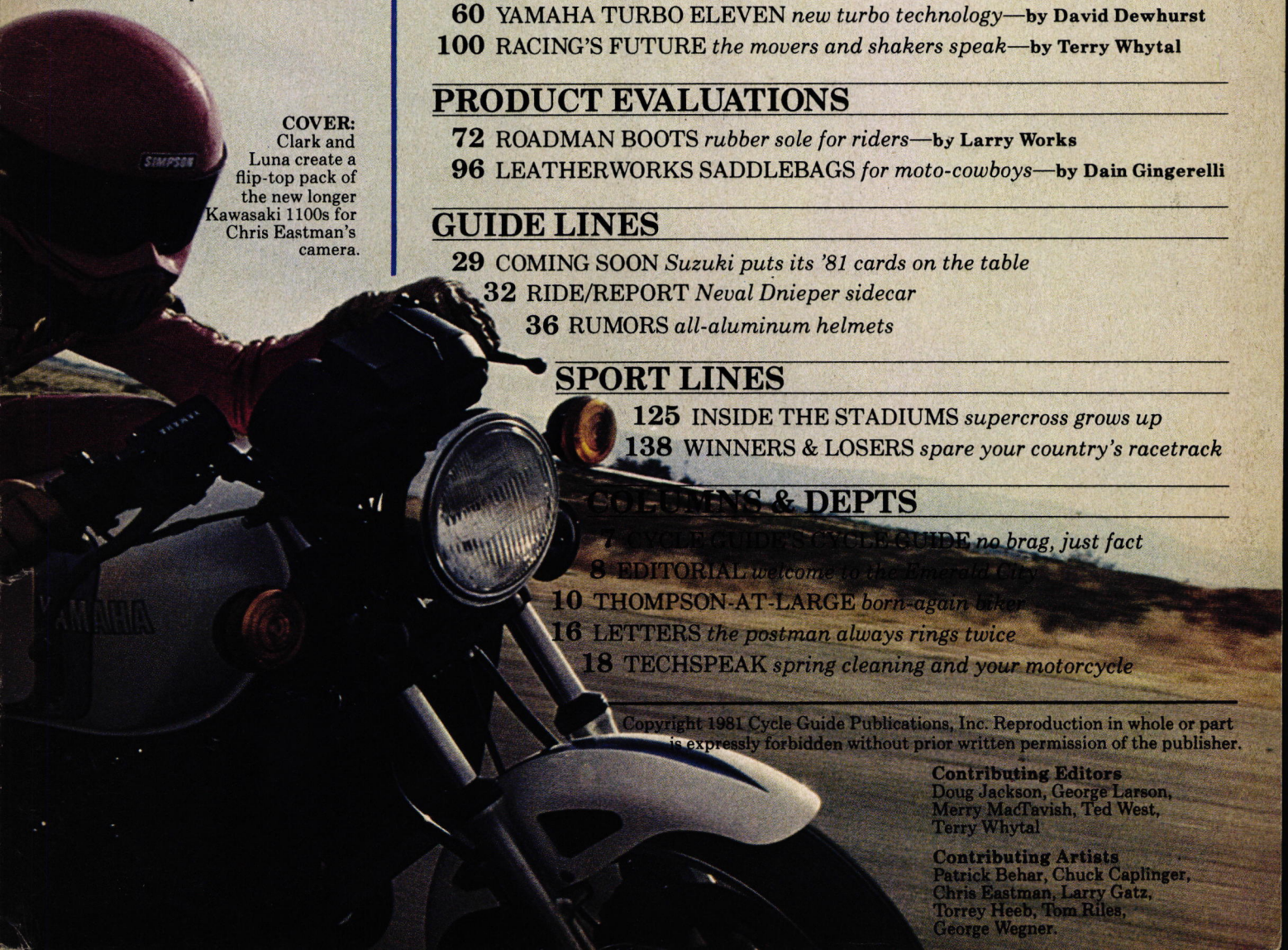

COVER: Clark and Luna create a flip-top pack of the new longer Kawasaki 1100s for Chris Eastman's camera.

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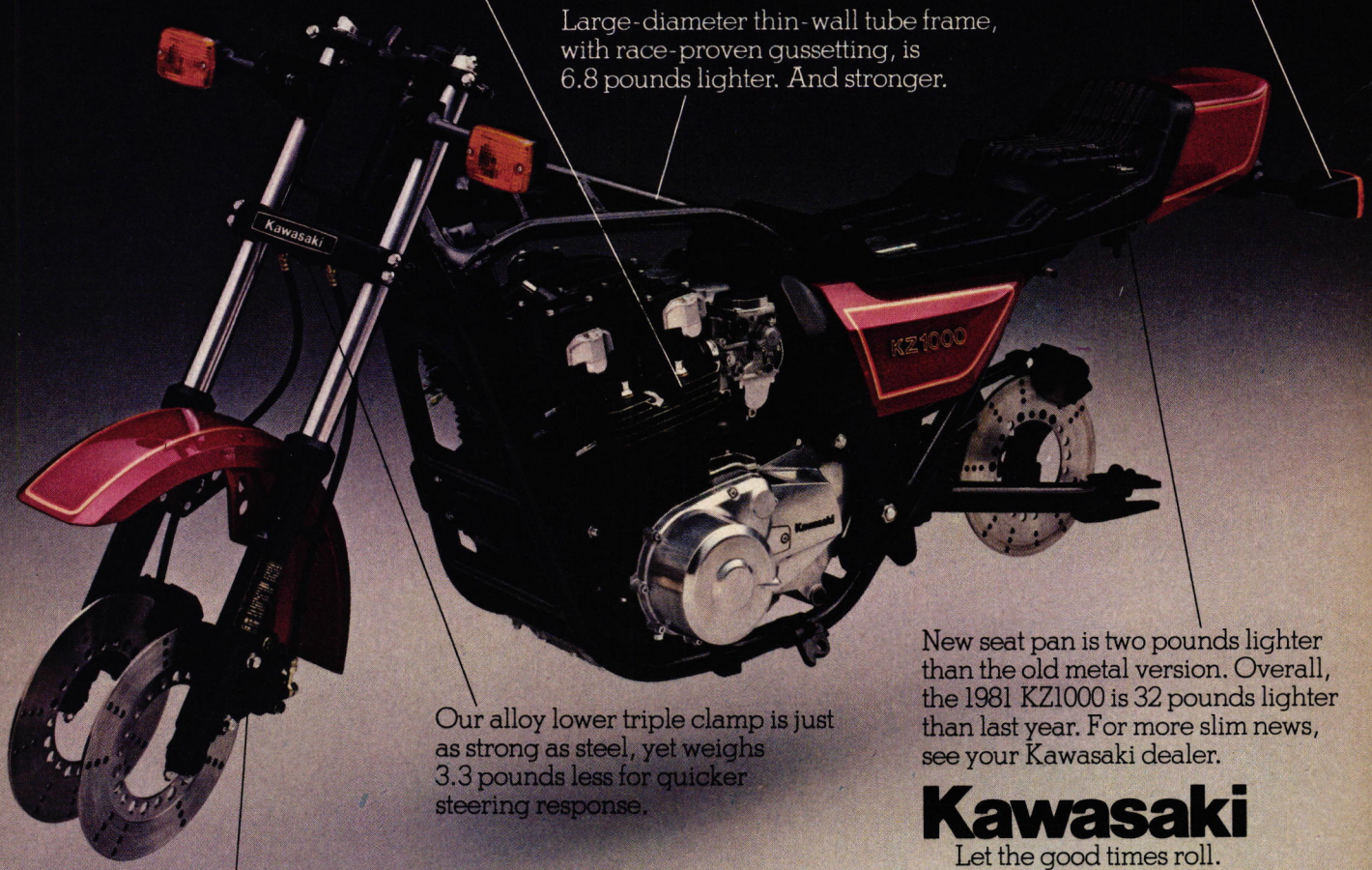
KAWASAKI UNCOVERS ITS LOSSES.

Kawasaki for '81. Lighter and faster than ever. On our new KZ1000, for example, we trimmed 15 pounds off the engine and wound up with more power and torque. All without sacrificing an ounce of reliability.

Not even the turn signals and their stalks survived the weight purge. Now they weigh 1.1 pounds less.

Large-diameter thin-wall tube frame, with race-proven gussetting, is 6.8 pounds lighter. And stronger.



Our alloy lower triple clamp is just as strong as steel, yet weighs 3.3 pounds less for quicker steering response.

New seat pan is two pounds lighter than the old metal version. Overall, the 1981 KZ1000 is 32 pounds lighter than last year. For more slim news, see your Kawasaki dealer.

Kawasaki

Let the good times roll.

We pared 7.9 pounds of unsprung weight from the front end by steamlining the brake calipers and bolting thinner discs directly to the hub.

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CYCLE GUIDE (USPS 532-210) is published monthly by Cycle Guide Publications, Inc., 16 South Wesley Avenue, Mt. Morris, Illinois 61054. Editorial executive offices, P.O. Box 6040, 1440 West Walnut Street, Compton, California 90224. Telephone (213) 537-0857. Controlled circulation postage paid at Sparta, Illinois 62286.

EDITORIAL CONTRIBUTIONS: Welcomed by Cycle Guide Publications, Inc., but cannot be considered unless guaranteed exclusive. Cycle Guide cannot be responsible for unsolicited material or damage to same in mails. If material is to be returned, include self-addressed, stamped envelope. Send all contributions to: Cycle Guide, P.O. Box 6040, Compton, California 90224.

ADVERTISING: See SRDS. Send copy and instructions to Advertising, Cycle Guide Publications, Inc., P.O. Box 6040, 1440 West Walnut Street, Compton, California 90224. Telephone (213) 638-6178.

SUBSCRIPTION SERVICE: Forms 3579 and all subscription correspondence should be addressed to Cycle Guide Reader Service, P.O. Box 267, Mount Morris, Illinois 61054.

SUBSCRIPTION RATES: United States: $9.00 one year, $16.00 two years, $21.00 three years. In Canada, add $2.00 per year, all other countries add $3.00 per year. Single copy rate $1.25.

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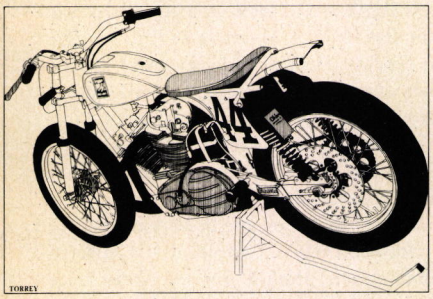

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CYCLE GUIDE'S CYCLE GUIDE

OFF-ROAD

MAKE & MODEL	ISSUE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS	HORSEPOWER @ RPM*		GEARS
Can-Am 250 MX-5	Jan. '79	Two-str.	10.8/10.0	218	32.1	8500	5
Can-Am 250 Qualifier III	Feb. '80	Two-str.	9.7/9.8	230	25.2	8000	6
Cam-Am 400 MX-6	June '80	Two-str.	11.5/10.8	233	38.3	6500	5
Honda CR125R	Jan. '80	Two-str.	11.5/10.8	202	20.8	10500	6
Honda CR250R	May '80	Two-str.	11.8/11.0	222	27.5	7000	5
Honda CR450R	Feb. '81	Two-str.	11.0/12.5	236	NA	NA	4
Honda XL185	March '79	Four-str.	7.4/6.75	239	11.2	7500	5
Honda XR185	March '79	Four-str.	8.0/7.75	221	12.8	10000	6
Honda XR500	May '79	Four-str.	8.5/8.6	273	25.8	6500	5
Husqvarna 125CR-'80	Nov. '79	Two-str.	11.8/11.8	214	18.8	11000	6
Husqvarna 250WR	Aug. '79	Two-str.	9.5/9.5	238	21.9	6500	6
Husqvarna 420AXC	Oct. '80	Two-str.	11.5/11.9	239	NA	NA	4
Husqvarna 430CR	March '81	Two-str.	11.9/11.3	239	33.3	6500	6
Kawasaki KLX250	Sept. '79	Four-str.	9.8/10.5	239	15.2	8500	5
Kawasaki KDX175	Dec. '80	Two-str.	9.6/9.8	222	15.3	8500	6
Kawasaki KX125 A7	Jan. '81	Two-str.	10.4/11.3	207	20.9	12000	6
Kawasaki KX250	Sept. '80	Two-str.	11.3/11.2	233	26.8	8000	5
Kawasaki KX420	July '80	Two-str.	11.0/11.3	250	34.0	7000	5
Maico 400 MI	April '80	Two-str.	12.3/12.0	233	35.5	7000	5
Maico 450 MI	April '80	Two-str.	12.3/12.0	236	37.0	7000	5
Montesa Cappra 414 VE	Oct. '79	Two-str.	10.9/10.7	236	28.5	6500	4
Suzuki PE400	Nov. '80	Two-str.	11.3/11.3	250	30.9	7000	5
Suzuki RM125T	Dec. '79	Two-str.	11.2/11.7	200	19.8	10500	6
Suzuki RM250N	May '79	Two-str.	11.2/11.8	218	27.1	8000	5
Suzuki RM400N	Sept. '79	Two-str.	11.2/11.8	229	28.1	7500	5
Yamaha Pro-Tec 600	Nov. '79	Four-str.	10.5/10.1	262	46.2	6500	5
Yamaha IT250G	Dec. '79	Two-str.	9.8/9.8	244	27.7	8000	6
Yamaha TT250G	Aug. '80	Four-str.	8.8/7.5	242	17.7	8000	5
Yamaha YZ250G	March '80	Two-str.	11.2/11.6	217	29.6	8000	6
Yamaha YZ465G	July '80	Two-str.	11.2/11.8	228	39.4	7000	5

*Horsepower shown is taken at the rear wheel and does not account for transmission losses between the engine and rear wheel. These results may differ from manufacturer's claims or from results obtained using a different dynamometer.

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R65	March '81	2C/G	14.16/92.1	110	423	45-50	133
BMW R100T (Dressed)	Aug. '79	2C/G	13.81/92.9	119	521	38-53	142
Ducati Darmah	Sept. '78	90-deg. 2D/F	13.41/97.5	118	487	25-40	120
Dunstall-Suzuki GS1000 CS	July '79	4A/F	11.32/117.0	154	488	37-50	124
H-D CLE Sidecar	Sept. '79	45-deg. 2D/F	17.60/69.3	91	1036	25-35	181
H-D Tour Glide	Sept. '80	45-deg. 2D/F	15.58/83.9	108	785	35-44	223
Honda CB400T Hawk	March '80	2A/F	14.37/88.6	100	391	51-65	139
Honda CX500 Custom	Aug. '79	80-deg. 2E/G	14.12/92.9	102	468	44-51	146
Honda CB650	Feb. '79	4A/F	13.29/99.9	113	447	37-51	131
Honda CB650 Custom	Dec. '79	4A/F	13.10/99.8	113	447	44-52	131
Honda CB750F	Oct. '79	4A/F	12.41/106.8	128	524	31-52	135
Honda CB750C	Nov. '80	4A/F	12.68/105.3	128	530	39-46	131
Honda CB900C	June '80	4A/G	12.44/107.9	132	588	37-44	155
Honda Interstate	March '80	4C/G	13.40/96.0	121	718	33-45	146
Honda CBX	Dec. '79	6A/F	11.86/114.5	130	555	19-36	145
Kawasaki KZ440D	Feb. '81	2A/F	14.59/89.1	107	383	56-64	135
Kawasaki KZ550	Sept. '80	4A/F	13.45/97.1	103	426	37-51	150
Kawasaki KZ750	May '80	4A/F	12.50/107.8	127	471	39-50	134
Kawasaki KZ1000J	Feb. '81	4A/F	11.62/116.3	130	521	30-51	135
Kawasaki KZ1000 Shaft	Aug. '80	4A/G	12.19/112.2	132	582	32-44	129
Kawasaki Z1-R	April '80	4A/F	12.24/110.6	130	552	35-48	131
Kawasaki KZ1300A GT	Sept. '80	6A/G	12.71/107.4	135	730	31-45	146
Laverda 1200 Jota	Dec. '78	3A/F	12.54/105.0	121	518	29-37	145
R.C. Turbo CB750F	Oct. '80	4A/F	11.99/113.8	NA	523	27-39	135
Suzuki GS450 ST	May '80	2A/F	14.09/92.5	100	397	55-57	127
Suzuki GS750ET	July '80	4A/F	12.62/105.5	122	523	39-55	130
Suzuki GS1000E	Aug. '80	4A/F	11.98/113.9	136	528	32-50	137
Suzuki GS1000G	Aug. '80	4A/G	12.34/110.8	139	564	30-51	141
Suzuki GS1100ET	April '80	4A/F	11.43/118.3	140	544	37-49	116
Triumph Bonneville Special	July '79	2A/F	13.94/96.2	110	411	45-55	175
Yamaha RD350LC	Dec. '80	Two-str. 2/AF	13.23/101.0	113	328	NA	126
Yamaha XJ650 Maxim I	June '80	4A/G	12.60/107.4	120	453	40-54	128
Yamaha XJ650	Nov. '80	4A/G	13.19/102.4	125	476	43-44	NA
Yamaha Virago	March '81	75-deg.2D/F	13.28/99.8	105	481	47-51	132
Yamaha TZ750E	April '79	Two-str. 4A/F	11.62/125.5	180	331	NA	NA
Yamaha XS850LG	Feb. '80	3A/G	13.10/101.7	116	548	42-55	144
Yamaha XS1100LH	Jan. '81	4A/G	11.99/113.5	130	562	41-46	133

*A-Transverse Vertical, B-Vertical, (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, /F-Chain Final Drive, /G-Shaft Final Drive, /H-Belt Final Drive

Editorial

Welcome to L.A.

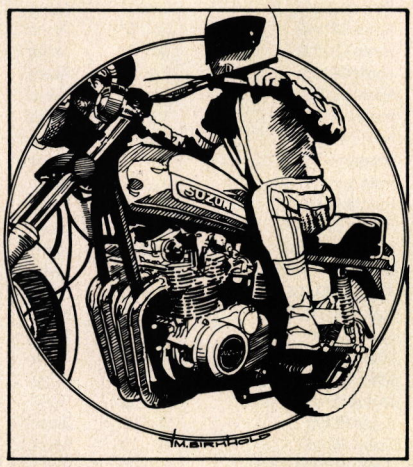
Making a case for the recognition of Motor City

• I'm about full-up with apologizing for Los Angeles. Sure, I realize that a magazine based in California can't claim to be a part of the mainstream of American life. That's why CYCLE GUIDE never tells you that all street bikes should look like RD400Fs, that Metzeler knobbies are the hot setup for all riding conditions or that touring bikes suck because they make terrible canyon chasers. Comments like that are symptoms of mushy thinking and rampant provincialism, after all. But we won't apologize for Los Angeles anymore, either. Because Los Angeles is in the mainstream as far as motorcycling is concerned. L.A. is Motor City.

Now, I understand that such a remark will make a few of you gag on your grits, as resentment harbored for long years against the Beach Boys, OP shirts, real-estate development and happy-talk news broadcasts bubbles to the surface. Why you might even be poised with poison pen in hand even now. But that doesn't change the truth. And the truth is, L.A. is where it's happening in bikes. No brag, just fact.

Maybe you'd prefer to hold out for Memphis or something, but you have to remember that the vast majority of motorcycles in this country are sold under the auspices of Honda in Gardena, Kawasaki in Santa Ana, Suzuki in Brea and Yamaha in Cypress—all in the L.A. metropolitan area. These are more than just beachheads on American soil, too. As the motorcycle industry has matured in the last 20 years, the U.S. distributors have done so as well, increasing their influence with the home offices. Now motorcycles are actually invented in L.A. by product planners, test engineers and sales managers. The R&D facilities in Asaka, Akashi, Hamamatsu and Iwata work 70-hour weeks developing new technology, of course, but in many ways they are just filling in the blanks of a design outline prepared by the movers and shakers here in Motor City.

All the ancillary aspects of motorcycle design, development and construction are located in Motor City as well. Each of the styling companies employed by the Japanese manufacturers has a branch office in Los Angeles. Indeed, Honda Research California (HRC) was established in Torrance, California expressly to forge a stronger link between Honda R&D and America. Even Bridgestone, IRC, Yuasa and Stanley each are represented by Motor City operations. There was a time when it was possible to operate in America by remote control, funneling hardware to the U.S. with little thought for its eventual use, but the Japanese manufacturers have discovered that those days are over. This country's DOT and EPA regulations alone demand a strong presence here, not to mention the increasing sophistication of riders who select their motorcycles more thoughtfully.



You can refute this case for the prestige of Motor City and its suspicious link with California chauvinism by pointing out that BMW North America is located in New Jersey, as are Ducati and Moto Guzzi. Harley is in Milwaukee and Moto Morini has its headquarters in Port Clinton, Pennsylvania. Then again, Husqvarna and Maico, both of which have gone to great lengths to strengthen their presence in America, have established headquarters in Southern California.

Actually, anything on two-wheels eventually lands in Motor City. And if there's anything made for motorcycles, no matter where it comes from, you'll find in in Motor City. Maybe smog-induced hallucinations explain it, but you can buy plastic bent into any of a million shapes, and there's gravity-wave shock absorbers, miracle pistons, carburetor encabulators and tricks of every description. It's hard to separate the hokum from the hardware. So vast is the variety, so rich in diversity is Motor City that you could wear a different motorcycling-related T-shirt every day for the rest of your life.

Admit it: Los Angeles is nutty over motorcycles. The weather probably has something to do with it. Spending the year up on two wheels is a relatively painless experience in Motor City. When the sun is shining and the urge to escape is upon you, the motorcycle is an obvious choice. It's even a rational one, too, as a gaggle of commuters will tell you. Certainly the bikers of Motor City aren't all as hardcore as those of Indianapolis, but there's certainly a whole lot more of them.

Actually, though, you would be surprised to learn how far the movers and shakers of Motor City go to avoid the cultural stereotype of Southern California. That's why you stand as good a chance of seeing a couple of prototypes in your town as we do here. Test engineers understand that even though a lot of different road conditions can be experienced in Motor City, motorcycles are best tested on the highways of America. And when it comes to product planning, you're actually more likely to be asked what you think about motorcycles if you're in Loudon, Sturgis, Daytona or Ruidoso than in Griffith Park on Sunday. And in CG's own testing, we attempt to weed out the provincial factors as much as possible, whether it's the character of the traction or the radius of the corner. Indeed, no one is more concerned about the potential provincialism than the people in Motor City.

Yet even while I admit that California chauvinism should be carefully sidestepped, I think you should be prepared to admit that Los Angeles is Motor City. You should actually be glad that a motorcycle Motor City exists at all. Because it does, you're far less likely to see a flock of turkey motorcycles on the showroom floor of your local motorcycle shop. Because Motor City exists, the movers and shakers are exposed to the kind of self-energizing enthusiasm that inspires innovation and diversity. And it is innovation and diversity which insure that the motorcycle which fits your own peculiar sort of neighborhood riding can be discovered at the local motorcycle store. There's always a risk of in-breeding whenever a large industry centralizes, as it has in L.A., but so far the benefits seem to finally have begun to outweigh the liabilities.

So I'm not going to apologize for Los Angeles anymore. Thanks to a confluence of manufacturer representation and full-time riding weather, this is the town where important things in motorcycling happen. And since we figure you want to know what's happening, we're a part of it, tracking down new products, squeezing information from our contacts in the industry, trying new ways of thinking about motorcycles. If you're still hung up on Los Angeles, I suggest you address future correspondence to Motor City U.S.A. —*Michael Jordan*

Criterion announces

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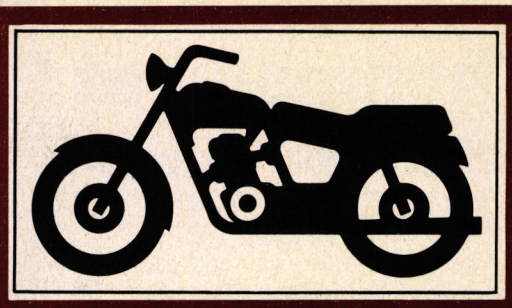

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Thompson at Large

Manx Maid Morning

Lost and found.

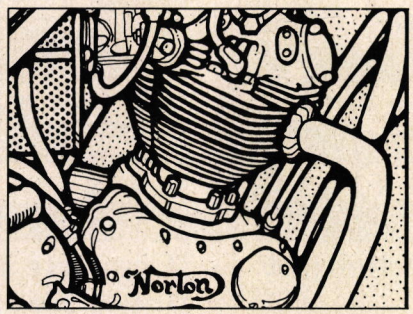
• For some people, getting out is a traumatic experience. Right up there with a death in the family and going to Nam. For others, it's gentler; not a sudden wrench, but a gradual, imperceptible withdrawal. That's the way it was with me. Week by week, day by day, I grew less and less involved with bikes. Until one day it was possible to watch a guy ride past and not even bother to identify his machine. Not even unconsciously. That's when I knew I'd gotten full of motorcycles.

Funny thing was, I didn't much care. I was involved with too many other things. For 18 years I'd been stone wacko nuts about bikes, your certified Mark One Moto-Loony. My involvement with motorcycles was an integral part of my life—or so I thought. And so when it just stopped, the surprising thing wasn't that it was gone, but that I didn't even miss it. I didn't even *care* that I didn't care any more.

Why should you read about some guy's *dis*-involvement? After all, here you are demonstrating with your purchase of CYCLE GUIDE how much you like bikes. Good question. Here's the answer: Because I'm you, that's why. You're not likely to be any more deeply meshed with motorcycles than I was, and so, both of us being more or less normal, chances are that this event is looming somewhere in the future for you, too. So listen up. Ride along with me through what happened after I watched that guy's bike slide by, unidentified and uncared-about.

For a long time, more of the same. More unwatched machinery, more polite nodding when still-fanatical bike friends went on and on at tedious length about their cam chains and tire pressures. Jesus, I'd heard it all a million times. I watched through new eyes as my fellow moto-freaks spent their energies fiddling with two-wheeled devices most of the world thought absolutely trivial, insane and dangerous, in every sense of the word. And though I never quite agreed with the rest of the world, my new detachment gave me a glimpse of their point of view—not just intellectually, but emotionally. Because not only were my bike friends fanatical, they were usually boring as well. At any gathering, their talk eventually got around to cam chains and tire pressures. And once there, stayed there.

I knew all about this peculiar form of madness, because I'd been through it with the car freaks, the boat freaks and the airplane crazies. I'd been as deeply stuck into those games as into bikes, and I knew—sort



of—that all those enthusiasts were as boring as the bikefolk who nattered on about *their* fantasies. Devotees of any pastime tend to wax overeloquent given the opportunity; we all know that. But.

But I began to feel, for the first time, a sense of regret for my nearly two decades of devotion to The Perfect Line, to be found somewhere beyond my front wheel in Never-Never Land. I began to feel the whole exercise to be as self-centered and silly as the surfer's wanderings in Bruce Brown's *Endless Summer*. Granted, I'd lived fully in the so-called real world, had upheld my civic and familial responsibilities, but like a drug addict coming in from the outer limits, the sheer hopeless hedonism of it all made me ashamed. For myself, and for my still-dazzled friends.

There was more to life than kinesthesia, I felt, and it was time to move on. I heaved a mental sigh and consciously turned my back on bikes. A chapter closed, I thought.

And so it went. Motorcycles not only faded from my consciousness, they actually began to annoy me. The jerk with the Sportster down the road who delights in blasting down 25th Street at two a.m., sans muffler, the kid with the Suzuki playbike, even the bank clerk on my block with the XS Eleven set up as a commuter-tourer—they all began to irritate me.

I jammed my whole vast collection of riding gear into a closet and forgot it. I packed up all my motorcycle books and magazines and crammed them into storage. I filled the space with serious-minded works and the clothes that had always hung, ignored, in the guest-room closet. The kind you can't wear on a bike, at least not if you want your blue wool suit and black shoes to look decent when you arrive. And the black shoes went where the beat-up old Lewis Leathers roadracing boots had been, the suits where the Belstaff jacket and Roadstar suit, Bates leathers and warm-ups had hung.

Bye-bye, bike life.

I ignored motorcycles. Completely. As time passed, I felt that I had never really been as mesmerized by 45-degree lean angles, banging fairings in Turn Four, sunrises over the black ribbon of asphalt unwinding before my handlebars as I'd thought. I expunged GS11, the P-11S, the 7R, the CR110, TD1C, the lot.

And then one day I walked out to get the paper at six in the morning. I looked down the steep hill I lived on to the harbor. A thick mist enveloped everything near the ground, but the sky was clear directly overhead. I stopped in mid-reach for the paper, studying the scene. The sun broke through and an eerie golden light, diffused by the fog, poured in from the East. A false horizon appeared out near the water. I watched a tugboat steam slowly into the harbor and as it moved nearer the fogbank, it appeared to climb into the sky. The scene was all too familiar, somehow. I frowned in thought, trying to place it.

The Isle of Man. First practice for the Manx Grand Prix, 1970. Five in the morning. Unloading my Shepherd Kawasaki for the 350cc practice on the steep, grassy hill behind the grandstands on Glencrutchery Road, I glance back down the hill to Douglas Harbor. The *Manx Maid*, one of the steam ferries to the mainland, is moving past the breakwater. She steams into a fogbank. And for a few heartbeats, appears to climb like an airliner. The rising sun paints her and the whole hillside of cheery homes in golden light. I watch until she disappears into the fog. Then I breathe again. The little scene has become my frame of reference for the Isle of Man experience. It rests in my mind as sharp and clear as a photograph.

The two images superimposed. I picked up the paper and walked slowly back into the house. Later that day, I rolled out my Commando Production Racer. We spent an hour or so together, getting to know each other again, and when I got home I put the suits back in the guest room closet and put the roadracing boots where they belonged.

I don't think of myself as born-again. The notion is too trite, too overused. I'm not sure what to say to make a tidy package out of it all. But I do have some advice, earned the hard way.

When you don't care any more, don't act hastily. Park it, but don't sell it. Don't try to rush it. Maybe your *Manx Maid* morning will come sooner, maybe later, maybe even never at all. But if it does, you ought to have your boots handy. —*Steve Thompson*

No matter what the calendar says, when you're crossing the Rockies, you've got to be prepared for anything. A storm can move in that'll make you forget what time of year it was when you left home.

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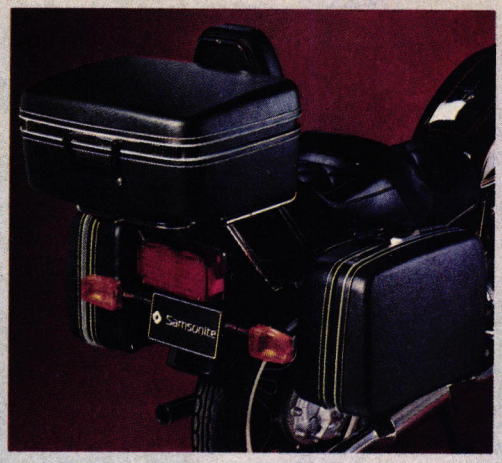

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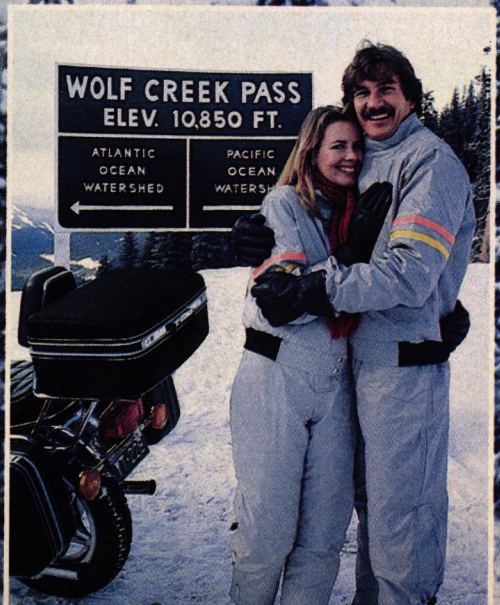

A dramatization

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MPH	MINUTES
106	10
112	10
118	10
124.5	20
130	10

67¼" wheel, 42 PSI. 80% of Max. Load

Welcome To The Indoor Quarter Mile

You don't have to be in racing very long to figure out that first is what it's all about. In fact, if you don't figure that out, you won't **be** in racing very long.

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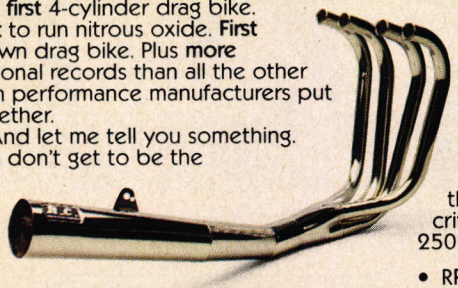

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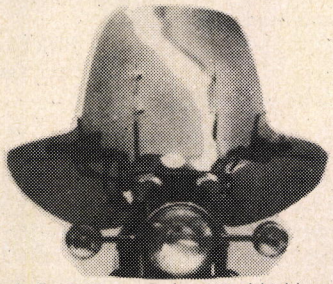
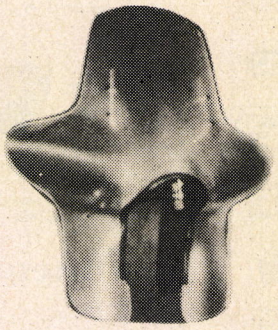
WOW LOOK AT THE PRICE

This "QT" fairing is molded from ABS plastic and available in black or white. Comes with smoke shield and universal mounts to fit all popular motorcycles. **$69.95**



"Ocelot" Fairing Style Windshield with universal mounts to fit most major model motorcycles. Available in clear or smoke. Provides protection from the cold winter winds. 3/16" thick.

$39.95 Clear
$44.95 Smoke



"Jardine® type" Deluxe Fairing Style Windshield with added leg protection from the wind. Universal mounts to fit most model motorcycles. Available in clear or smoke. 3/16" thick. Round or square headlight styles.

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"Windsor" full size custom fit frame mount fairing. Manufactured from polyethylene available in black or white. Tonneau covers with locks to protect each storage compartment. Dash for radio or gauges. Price includes mounts.

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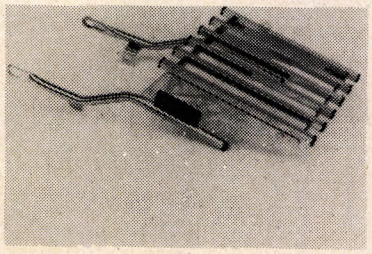

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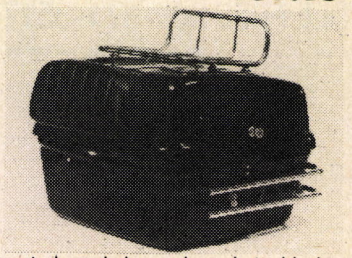

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GOOD DEALS FROM THE BIG D.

Letters

Our mistake, Disco madness, Miss Winston speaks

THE GOOD NEWS IS . . .

As I write this letter, I keep remembering The Accident I had this summer, and what could have happened had I not been wearing my helmet. I was riding in a park when I struck a hidden sewer grate, lost control, skidded through a chain-link fence and hit a telephone pole. My helmet hit the pole, tearing a chunk out of the forehead portion. That's where I was lucky, because if *my* forehead had hit the pole, the Grim Reaper would have one more notch on his sickle. Thanks for the updated info on helmets in the December '80 issue. You guys have your heads together.

Rick Morand
Belle River, Ontario

We're glad you do, too—ed.

THE BAD NEWS IS . . .

In regard to the opening sentence in your test of the Kawasaki KX125 (*CG*, January '81): I was under the impression that a "quarter-liter" equalled 250cc. If such is still the case, I congratulate Kawasaki on incorporating another unique sales feature in their new MXer.

Allan Vallis
Toronto, Ontario

Well, when you consider inflation . . .—ed.

IT'S IMPOSSIBLE

Two comments on road tests: First, I think magazine writers should live with a bike for several months, using it as if it were their own, to really get to know it. If you had done this with the Moto Morini (*CG*, January '81) you would have discovered that it's more fun than anything else on the road. Second, why mention minor problems with a bike when they can be easily corrected? Case in point, all the carburetion deficiencies on the Morini that you reported are cured by installing larger primary jets—takes five minutes and two bucks. Sure, it's illegal, but any owner is going to do this. I'm on my second Morini and have none of the complaints you published in your test.

Name Withheld
Harrisburg, Pennsylvania

We're on our second martini and could care less—ed.

DANCE FEVER

With the advent of the factory pseudo-choppers, which I loathe, there has been a linking of Disco and said "choppers" by your readers in the Letters column. I am a proficient and dedicated disco dancer, and you would not catch me dead on one of those profiler's toys. I've been riding for 11 years and am a great lover of fast, Euro-styled street bikes. My current mount is a modified RD400, which will be replaced this year by either the 550 Seca Yamaha or GPz550 Kawasaki. I think some of your readers have been doing tailpipe-gas analysis with their noses, because the only type I've seen on those "choppers" is the rock 'n roller who would fall all over a disco floor.

Greg Zuckowski
Merced, California

We'll be testing both the Seca and GPz in upcoming issues. That is, of course, after we recover from our fall—ed.

WINSTON PRO

I *think* I was honored to be in the "Winners and Losers" section of your January '81 issue. And as far as gainful employment—I only hope all my employment will be as gainful! Since you did include me, I'd like to take the opportunity to express how I feel about racing.

I started as Miss Camel for the IMSA road-racing circuit eight years ago. In 1974, R.J. Reynolds joined with the AMA to form the Camel Pro Series. They sent me to several races and I asked to be switched to follow only the AMA Camel Pro in 1976. The competition, the people, the fans—everything about it, I loved! Little did I know that I would still be so strongly involved so many years later. I have made so many friends and it has become a way of life for me. I think of every year as my last, but when the opening date of the next season rolls around I find I can't leave it!

To be on a victory stand for a rider's first national win is a thrill that is hard to fully express. The state of consciousness that a winner falls into for those moments of glory is a very special time, and I am honored to share it with him and the fans.

The love of the sport goes way past the winners, however. It includes the rider who may never win a race but loves what he's doing, the tuner who rarely gets the glory he deserves, the families who support their rider, and the spectators who absolutely amaze me with their warmth and sincerity for the sport.

I don't know how long I will continue to do this, but I have loved it and have learned a great deal from the unique experience of life as Miss Winston!

Lynn Griffis
Los Angeles, California

UNCHAINED MALADY

Good article on the KZ440D belt-drive in your February issue. You opened the eyes of a non-believer. I've always heard about those rubber belts, but deep inside my head my brain kept saying "steel, steel and only steel!" After reading and re-reading your article I found that belts sounded real impressive. If they're that good a deal I feel real sorry for those folks who are trying to earn a living selling chain lube. Oh yeah, Gingerelli sure sounds as though he'll never change *his* mind. Did he ride the KZ for more than 20 miles?

Douglas Grindstaff
Fulton, Missouri

He would have, but he tied it to a post with his belt and somebody stole it—ed. •

HAVE YOU FELT THE BACKACHE OF BOTTOMED-OUT SHOCKS?

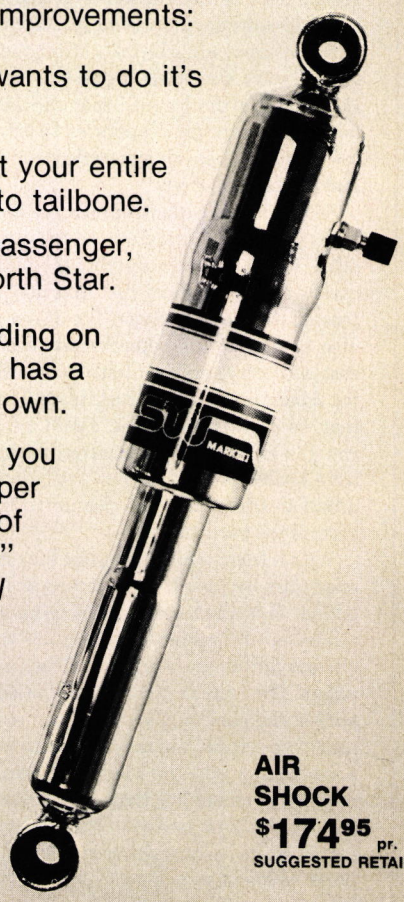
Have you been victim to the pain of over-aged o.e.m. shocks shortly after you purchased your new motorcycle? You planned a trip across the state and didn't get across town before your spine ached from back to stern . . . don't resort to heat rubs or linament . . . *Check Your Shocks!*

Ask yourself these questions . . . then test it on your bike . . . you may need some shocking improvements:

1. **MUSHY CORNERS** . . . rear wheel wants to do it's own thing.
2. **EXTRA BOUNCES** . . . over a bump you jolt your entire vertebrae from neck to tailbone.
3. **SAGGING SUSPENSION** . . . when riding a passenger, your headlight points to the North Star.
4. **SQUIRRELLY HANDLING** . . . feels like you're riding on a flat tire but they're inflated properly . . . bike has a mind of it's own.

Proper suspensions makes your ride the pleasure you intended it to be and S&W makes the proper suspension for almost every make and model of motorcycle. S&W has cured motorcycle "backache" for thousands and we have the cure for you. S&W shocks are road reliable, infinitely adjustable, and the ultimate in replacement shocks . . . ask a suspension expert. If you have any of the symptoms mentioned, it's a real pain in the . . . back, so don't see your friendly chiropractor, look for S&W.

Test it yourself . . . just ***SIT ON IT!!!***



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Techspeak

The Start of The Season

Preparing for the ride of spring

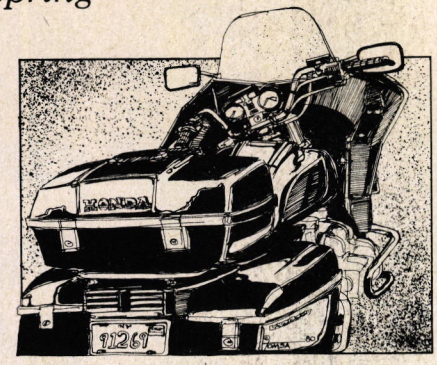
• It's hard to predict the start of The Season. Mother Nature usually keeps us guessing until the very last moment. But there is no mistaking the glorious day when the snows finally melt and half the motorcycles in America come out of hibernation.

An even higher percentage of riders could enjoy that first day of The Season if only they were better prepared. Unfortunately far too many people simply throw their bikes in the back of the garage at the first sign of snow. And without special preparation, this long winter rest can be particularly hard on motorcycles. Just like humans, motorcycles need regular exercise and without it all kinds of problems can occur. There is a cure for almost all of these ailments of course, but they take time, and if you don't attend to them you could miss the first day of The Season.

You may think yourself lucky if your bike bursts into life after four months in solitary confinement. But your troubles might only have started. You see, the gasoline inside your tank will have aged badly during the layoff. The lighter elements of the life's blood of your engine will have evaporated and that alone will adversely affect the way your vintage gas burns inside your motor. But worse is the lacquer that can be left behind when the gas evaporates. In extreme cases this lacquer can jam carburetor floats and partially plug jets.

So before you suffer from the pre-Season blues you should drain out all the old gasoline. While you are emptying the tank, be careful to swill out any rust that may have formed during the winter. It's also a good idea to remove the petcock and clean any rust and dirt from the filter. Your carburetor should not have any rust inside it, but it may be slightly lacquered. Drain away all the gas and any condensation that may have settled in the float bowl, and don't be afraid to use some carb cleaner to insure that all the parts are clean.

With a fresh tank of gas your bike might even start—if your battery can crank it into action. But chances are, if you have not tended to the battery with regular trickle charges during the winter, it will be beyond repair. Then the first sound of The Season will be the click of a solenoid and not the roar of an engine. You may be able to trickle some charge into the inactive plates, but don't bank on holding that charge long. You see, during long periods of inactivity the plates in the battery slowly sulphate to the point where they can no longer work. You



can see the sulphate as a fuzzy white coating. Trouble is, when you finally get your bike going, the vibration will shake off the sulphate until the battery shorts internally. So even if your bike will start on that first glorious day of the year it may not manage it a second time. Then the only answer is an expensive replacement battery.

Your engine internals may also be suffering from the winter hibernation if you did not change the oil before putting your bike away. The oil will contain all the deposits that result from the combustion process. In addition to small metallic and carbon pieces there will also be water, which is a by-product of the combustion process as well. Small particles obviously that's present can cause abrasive problems, but the water will be the real annoyance after a winter layup. Any moisture that's present can cause rusting, especially in the upper cylinder which will lack a protective coat of oil.

Changing the oil and filter therefore is an essential task before you begin riding. But don't forget the risk of rusty barrels. Even when corrosion-free, the first few seconds of running before oil circulates throughout the motor causes much of your engines wear. So remove the spark plugs and apply a little oil to each cylinder. At the same time, you could also add a little lubrication to the camshafts for the same reason. With the plugs still out, slowly crank the motor over by hand to distribute the oil. You should also check the plug gap and electrode condition. Before replacing them you can also check out the rest of the electrical system for faults. A lack of spark will indicate a major problem, but less obvious flaws may lurk undetected.

Contact cleaner and water dispersant are essential items for further electrical care. Points systems in particular will benefit from a spray of both cans to remove dirt and any moisture between the moving parts. You should also check that the breaker cam is not rusty or it will destroy the points in seconds. Lightly oil the felt lubricating pad to keep things from going rusty again and carefully gap the points themselves for action.

Don't think you have finished with the electrics yet, though. There is more than the ignition to go wrong. If you enjoy that first ride of The Season very much, you might be out after dark, and you'll be very unhappy to find that the lighting system went bad over the winter. Even while sitting quietly in a corner, the electrics can corrode and short, so check that everything works. And it won't hurt to spray exposed connectors with WD40 or some similar sort of water dispersant.

Cables too can benefit from a quick spray of water dispersant or light oil. This will displace much of the accumulated dirt and let the cables move freely. Any remaining stiffness will be from the action of the levers themselves. Aluminum is especially bothered by the elements and oxidation of the pivot points will cause stiff operation. A little grease at these points and on the cable nipples will have everything working smoothly and ready for riding.

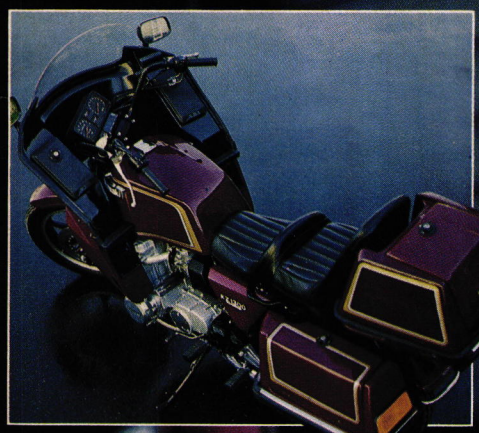
Just because the lever moves easily does not mean that the clutch is disengaging as it should, though. After a long layover, the engine oil will probably have gummed the plates together. Free them with the kickstarter, or the first press on the starter button may send you flying through the garage wall with a stuck clutch.

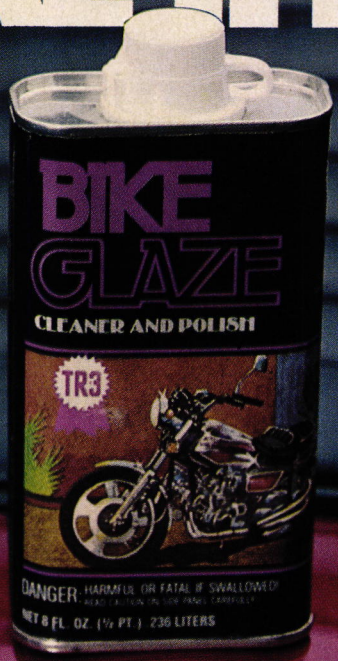
You are actually pretty close to taking the first step outside by now and you should only check the tires for cracks or wear. Where smog is a problem you should also check for brittle rubber. The final task is to clean and wax the whole machine. Just because the weather is suddenly warm does not mean that all the salt and grit is off the road. A careful waxing will help keep that residual salt at bay.

So now you are ready and the first day of The Season is almost over. But don't hit the starter button yet. The high electrical drain for the starter from a weak battery can often leave insufficient juice for plugs. So use the kickstarter or bump start if you have to. That way your motor should fire at the first attempt. And then you really will be ready for the last hour of the first day of The Season. But if you had only done all this preparation earlier, you could have been out with the rest of us—enjoying the *start* of this glorious day.

—David Dewhurst

TR3 BIKE GLAZE™. IT KEEPS UP YOUR TOTAL IMAGE.





Off-road, street, touring – Bike Glaze by TR-3 will keep your motorcycle looking showroom new. A tough, mirror-like resin barrier protects your bike's finish from gasoline, brake fluid, and all other elements that soil, stain and corrode.

Specially formulated for both import and domestic motorcycles, TR-3 Bike Glaze cleans, polishes and protects it all – metal, chrome, fiberglass and plastic.

TR-3 Bike Glaze – the new concept in motorcycle care.

TR3

TR-3 CHEMICAL CORPORATION
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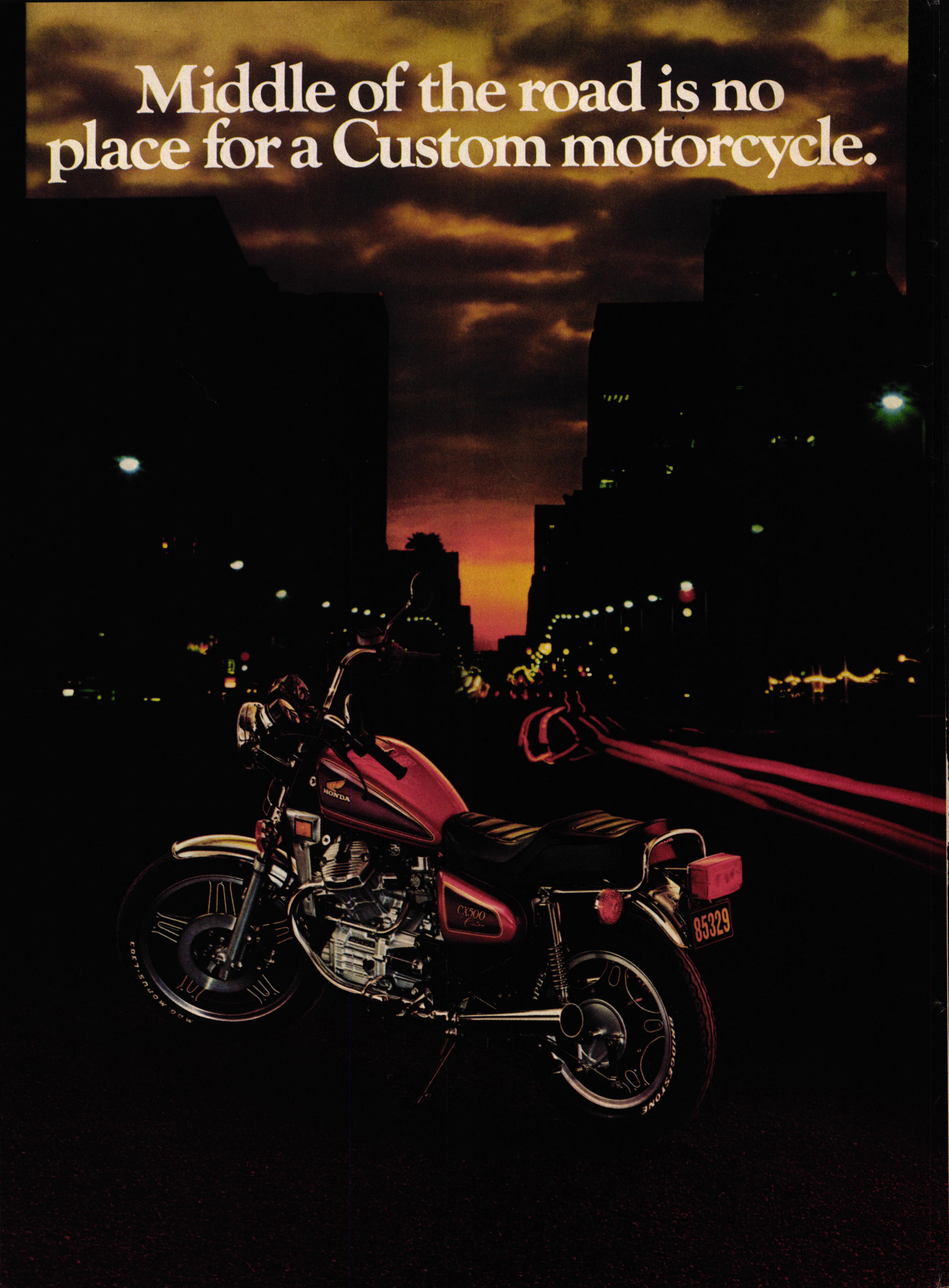
Middle of the road is no place for a Custom motorcycle.



About the best way to keep a bike from getting old fast is to design it ten years ahead of its time.

Meet the Honda CX500 Custom.

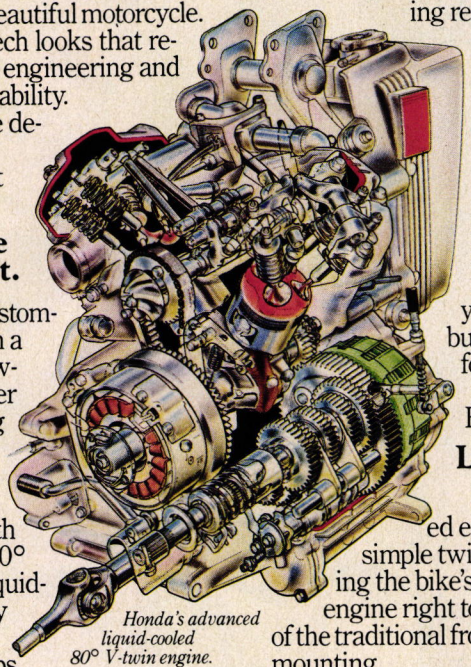
A radically beautiful motorcycle. With bold, high tech looks that reflect its space-age engineering and down-to-earth reliability.

A motorcycle designed to change opinions. Not to fit into them.

What you see isn't all you get.

At Honda, customizing begins when a bike is on the drawing board. Not after it's been collecting dust on the showroom floor.

The CX500 Custom began with a unique 497 cc 80° V-twin engine. Liquid-cooled. And fed by two 34 mm constant velocity carbs with an accelerator pump for smooth, crisp throttle response.



Honda's advanced liquid-cooled 80° V-twin engine.

This exclusive Honda design features a Pentroof™ combustion chamber with four valves per cylinder. For better combustion, even at higher rpm's. An engine so efficient and reliable that Honda put it in the new Silver Wing™ touring bikes.

The Power Chamber™ exhaust is also more than looks. It's evidence of Honda's ability to harmonize technology with beauty.

Technically speaking, the Power Chamber uses engine exhaust pulses to increase mid-range power and reduce noise. So muffler assemblies can be made lighter and shorter.

Beautifully speaking, it's responsible for the low rumble that comes through two chrome upswept megaphone mufflers.

True customizing. Not just simple decoration.

The list goes on. A high output quartz headlight for good night visibility. A counter-rotating clutch to minimize torque reaction. Two stage damping rear shocks. And air assisted front forks (featuring low friction Syntallic™ bushings) that can be tuned to different rider and load conditions.

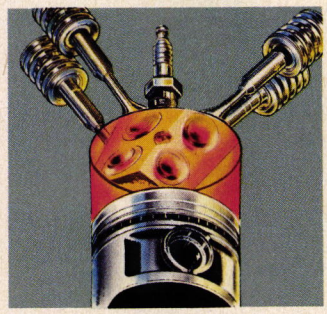
After examining and riding the CX500 Custom you'll understand why building motorcycles for looks alone has never been one of Honda's customs.

Let's do the twist.

Sometimes advanced engineering is just a simple twist. Like mounting the bike's V-twin engine right to left. Instead of the traditional front to back mounting.

Simple, but it made the shaft drive more efficient.

The CX500 Custom's power train only changes direction once from the engine to the rear wheel. Not twice. And as any mechanic with all his nuts and bolts will tell you, the fewer changes in powerflow direction, the less power lost.



High combustion efficiency four valve head.

Side of the road is no place for any motorcycle.

A broken down bike isn't a pretty sight. No matter how beautiful it was while it was running.

Which is why Honda made the CX500 Custom tough. To carry you and Honda's reputation for reliability through the eighties.

With features that let you spend more time riding your bike and less time fixing it.

Like shaft drive. Honda's ultimate proof that you don't have to carry a chain to ride a motorcycle.

Shaft drive is smoother, neater, more reliable and easier-to-maintain than standard chain drive.

Or thermostatically controlled liquid-cooling. For quieter operation and more consistent engine temperatures. Which translates into better long distance reliability and less chance of overheating.

And to help you get off to a good start every time, Tri-Pulser™ capacitor discharge ignition. No points. No condensers. No maintenance.

And finally, one very large, very reliable maintenance feature the CX500 Custom shares with all Hondas. More than 1,700 qualified service centers across the country.

Improve your looks. Fast.

Now that you know how good looking the inside of the CX500 Custom is, take a good look at the outside.

Smooth shaft drive with only one change of powerflow.

The CX500 Custom can light up any boulevard. Whether you're moving or standing still.

Its well defined, high tech look is accented by classic looking pull-back handlebars, custom two-tone teardrop fuel tank, wide tubeless tires with raised white letters, custom pinstriping, highlighted aluminum alloy ComStar™ wheels, low stepped seat, custom styled fenders and chrome upswept megaphone mufflers.

Features that will impress everyone you pass.

And if you want to impress people in another state, check out the list of optional Hondaline® traveling accessories. Color-matched saddlebags, lift-out liners, saddlebag guards, luggage rack, engine guard and adjustable backrest.

So, if you're interested in the future of motorcycling, don't look into a a crystal ball and don't ask a fortune teller.

Just look into a Honda showroom and ask your Honda dealer.

About the CX500 Custom.

HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice.
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Or write: American Honda Motor Co., Inc. Dept. 552, Box 9000, Van Nuys, California 91409.

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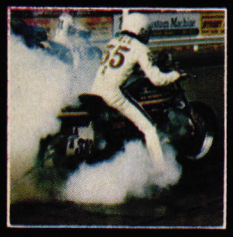

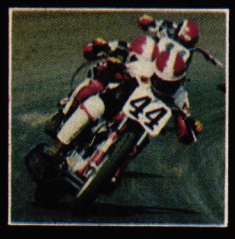

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ALPHABET

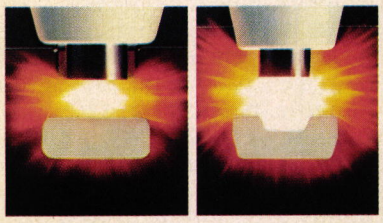
"ALL WES DOES IS TWIST THE THROTTLE. I MAKE HIM GO."

Fujio Yoshimura, Superbike wrench, and Wes Cooley, AMA National Superbike Champion, '79, '80.

"Any motorcycle rider worth his or her leathers knows the difference between winning and losing isn't all in the wrist. Sure, go fast counts for a lot. As Wes's tuner, I know. Yet, even the best racer in the world is going nowhere fast without the right equipment in the machine.

That's why I'm hot for ND. Their plugs are a real spark of genius. In fact, the ND Hot U™ plugs are so unique, they're even patented.

In addition to a super-strong insulator and copper-glass seal that insure full voltage, Hot U's have a U-grooved ground electrode that provides a fuller flashfront for consistent complete combustion and quick starts.

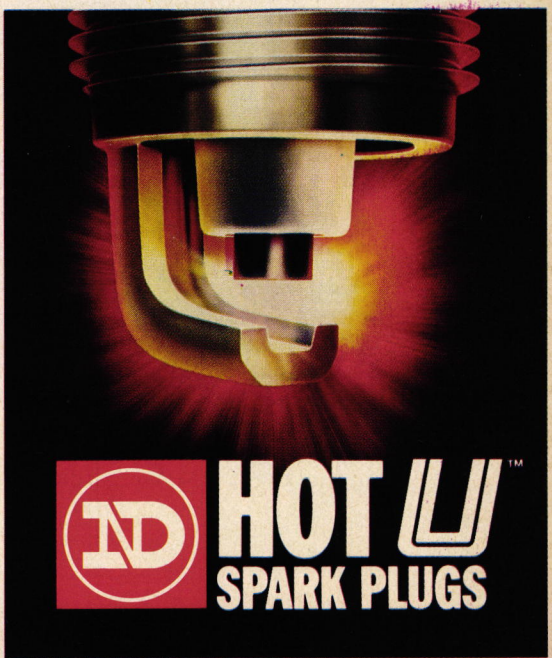

CONVENTIONAL PLUG HOT "U"

They also have a really wide, efficient heat range. So they resist fouling and help keep performance pumping at its peak, even in the hottest race.

Let's face it, my name's riding on Yoshimura R & D winning, so "just as good" just doesn't get it.

That's why ND plugs are in my machines. And Wes is on them."

EXPLODING THE MYTH THAT ALL PLUGS ARE CREATED EQUAL.



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BMW. THE EXTRA MARGIN.

MORE THAN YOU EXPECTED. AND EXACTLY WHAT YOU WOULDN'T WANT TO BE WITHOUT.

BMW believes in building motorcycles that you pay for once. And not forever after.

This BMW philosophy applies to the all-important qualities of safety, ease of handling as well as maintenance, durability and riding pleasure.

It's part of an engineering philosophy that's built into every BMW regardless of its displacement category or road usage. The new BMW R65 and R100, shown here, are two recent examples.

Two R65 Extra Margins for 1981: More power, new front brakes. This year's BMW R65, above left, is actually ten percent more powerful than last year's. It has also added double front disc brakes for smoother stopping power.

Yet it retains its singular advantages of low weight, easy maneuverability. Plus a 6.2 gallon tank for the longest range in its category.

The newest big BMW and its virtues. The new BMW R100, above right, offers an almost limitless opportunity to customize to your own particular riding tastes with a whole range of factory-designed, and tested options. Options that are also factory-warrantied—unlike those of the usual mass-produced bikes.

The Alps first. Then the drawing board. These are not theoretical bikes.

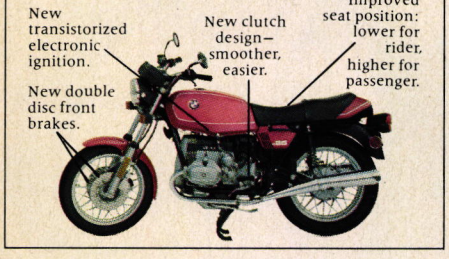
Unlike the multitude of well-made but mass-produced bikes that swarm America's shores, BMWs very deliberate limited production concept starts with a rigorous 1000 kilometer-per-day testing schedule on some of the most demanding roads on earth.

Out of this road experience, BMW builds an extra margin of response and dependability into each of its bikes that is far beyond the usual.

But, as our Alpine Team—as well as numerous BMW owners across America will readily agree—reading about a BMW and riding one are two totally different experiences.

We heartily recommend the latter course to you.

The new 1981 R65.



BMW.

FOR ONE LONG SHINING MOMENT, STOP COMPROMISING.

For a list of authorized BMW Dealers where you can see the 1981 BMWs and for a complete, illustrated guide to them, write Dept. I-1, BMW of North America Inc., Motorcycle Group, Norwood, NJ 07648.

A SPECIAL FOR THE PRICE OF A MOTORCYCLE.

The Yamaha XS650 and XS400 Special II's both come with an attractive little feature our regular Specials don't.

A lower price.

They're the economy versions of our full-priced Specials. Although you'd never know by looking at them.

Both bikes come with the kind of styling extras considered standard on a Special. Sleek teardrop tanks. Extra-low, extra-comfortable stepped seats. Graceful pullback handlebars. Megaphone pipes.

So you get the same low, laid-back riding position and relaxed, responsive handling that distinguishes any Special from a mere motorcycle.

Not only are the Special II's terrific economy bikes. They're also terrifically economical. With an EPA rating of 58 mpg for the 650, and 64 mpg for the 400.

And both afford you some amenities you might not expect to find on a mid-size. Like an electric starter, self-cancelling turn signals, and full, angled-back instrumentation.

In fact, just about all that separates the Special II's from our full-priced Specials is a little chrome, spoke wheels instead of cast alloy and a drum brake up front on the 400.

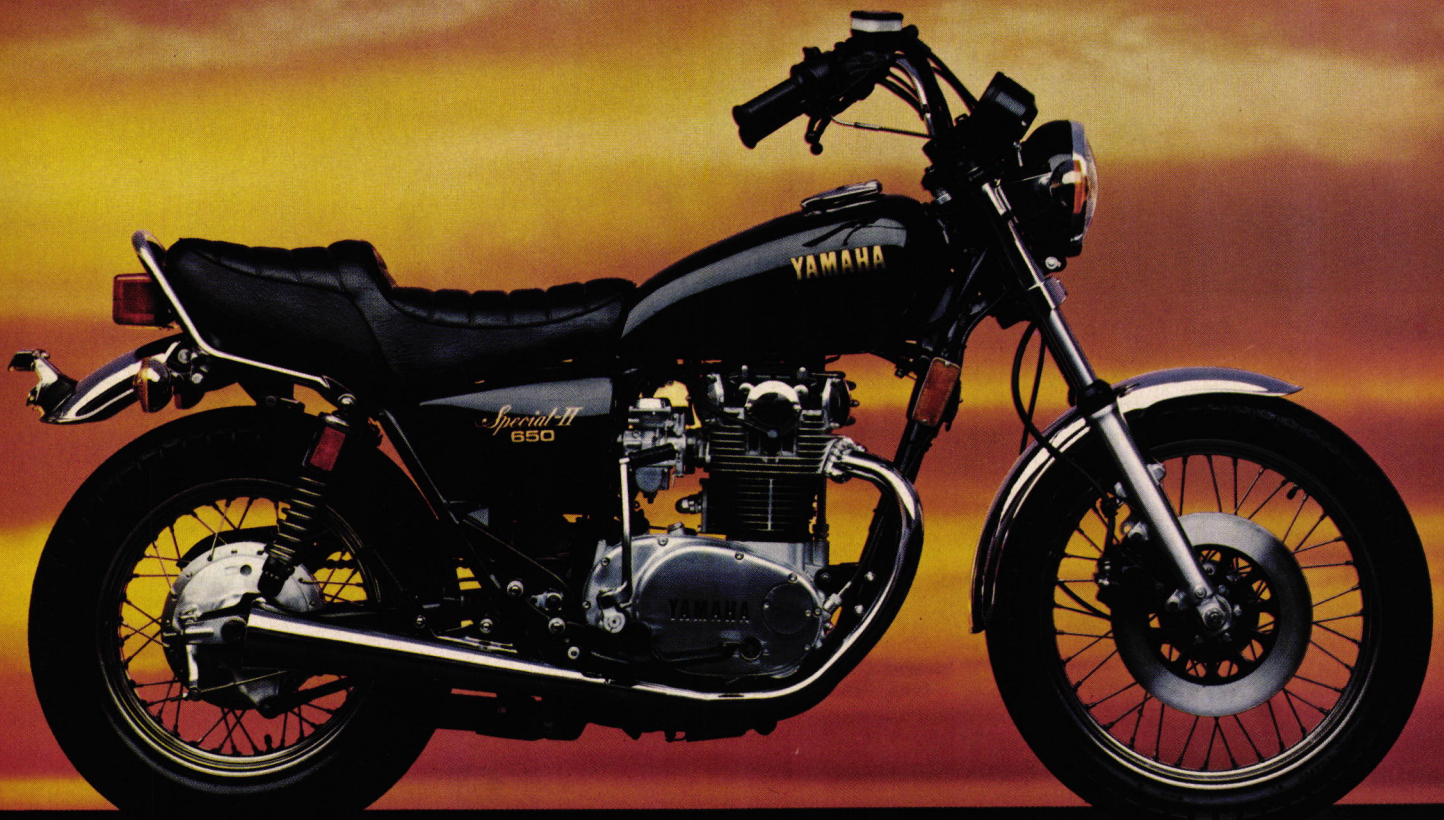
XS400 Special II

And for the price, riding a Special sure beats riding a motorcycle.

YAMAHA

THE WAY IT SHOULD BE.™

Rear view mirror(s) standard equipment. Always wear a helmet and eye protection. Mileage figures based on EPA testing, for city riding. Your mileage may vary depending on the way you ride.



GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY LARRY WORKS AND RILEY THARP

COMING SOON

• Most of the guessing and speculation is finally over for 1981 with **Suzuki's** introduction of its new lineup. Now you know the wares that will be competing for your wallet in the big-four showrooms this year. Suzuki has some pretty tempting hardware this year, especially if you're ready to take part in the move to middleweights. Remember the **650s** you read about in Guide Lines back in February of 1980? Well they're here, a trio in fact, and they put Suzuki right into the running in this competitive class. You want a lightweight tourer? How about a GS650G with **shaft-drive?** It's the new mid-size stablemate to the returning GS850G and GS1000G. This isn't just a punched out 550, it's an entirely new **673cc** mill with a 9.5:1 compression ratio and a two-valve, Twin-Dome combustion chamber. Or, you can have this same engine with chain drive in the horizon-tilting **E**-type. This one tips in at just 450 pounds. Cruisers haven't been forgotten, either, since Suzuki has included a GS650GL model with the same direct-coupling shaft as the tourer. This new shaft system reduces driveline lash by turning the driveshaft directly off of the transmission mainshaft in high gear.

• Suzuki has some **high-fashion** spokesmen in the middleweight movement, too. All-new bodywork, done in a more traditional **style,** is wrapped around the familiar 450 and 550 chassis. They're called the **GS450T** and **GS550T** and if they remind you of the Honda Customs, then you're paying attention.

• Suzuki, too, has been paying attention, this time to the **sagging** suspension saga on the **GS750E.** With a new air-spring front fork and four-position, adjustable-damping shocks in the rear, the new GS shouldn't have to eat footpeg rubber from other 750s any longer.

• Improved suspension is good news on the GS750, but it's big news on the new RM-series motocrossers. Suzuki has linked onto the single-shock track with its **Full-Floater** system. It has all the mass-centralization advantages of other single-shock designs plus true **progressive** springing and damping for responsiveness to small bumps and resistance to bottoming. Full-Floater suspension gives more than 12 inches of rear-wheel travel to the 125, 250 and 465.

• The splashy new RM125 **waterpumper** is the smallest Suzuki MX'er to float on the new suspension. Its 32mm Mikuni carb feeds through Suzuki's Power-Reed into an all-new engine that's cooled by a 50/50 mix of glycol antifreeze and water that circulates to keep the temperatures down and the power up.

• It isn't water-cooled, but the **RM250** has an all-new engine as well. The induction system for the 246cc powerplant is called **Full-Reed,** which is a nice name for a piston-port with a reed-cage intake. But some of the charge goes straight through the eight-petal reed cage and into the crankcase via two additional passages. This gives the 212-pound racer extra mid-range and top-end power.

• Did someone mention power? How about a ride on the new **RM465,** latest entry in the

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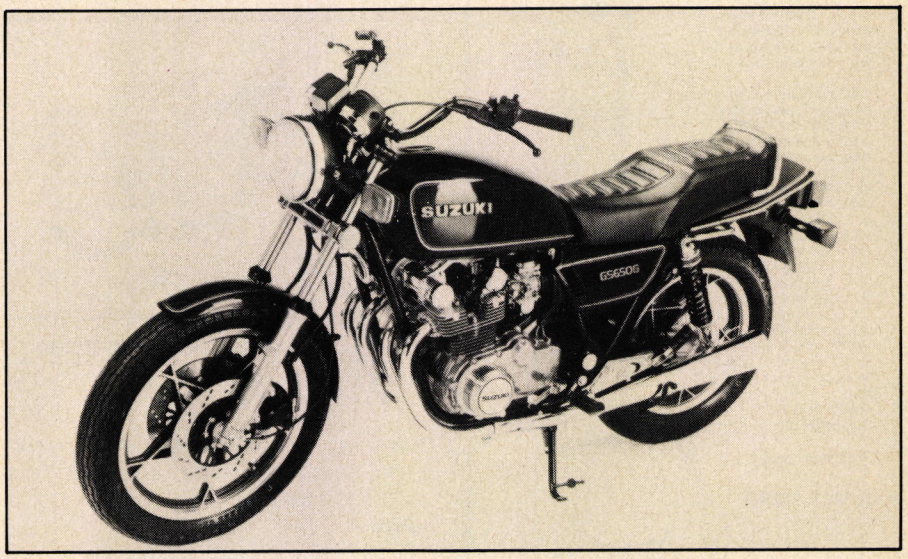
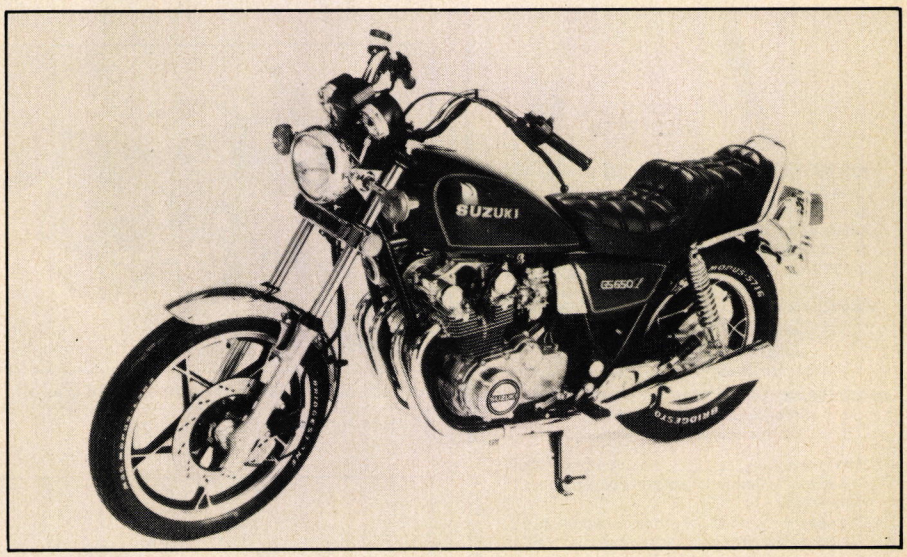


1981 GS650G with all-new 673cc engine, shaft drive and touring appeal

Turn-key downsizing is slowly gaining momentum.



New GS650GL uses the same Twin-Dome, eight-valve engine as the G-model

Another opportunity for cruisers to break away from the chain gang.

STOP TOOLING AROUND

The precision **RatchLok** is made specially for the motorcyclist. Unique RATCHET ACTION, POSITIVE-LOCK jaws grip on four sides of a hex. **No slip** under 150 ft./lbs. torque! **No jaw serrations** to mar special **chrome, brass** or **aluminum** custom finishes. ADJUSTABLE **RatchLok** replaces metric and standard wrenches. Dozens of tools in one, versatile **RatchLok** is just what motorcyclists need to protect super-clean finish. **Ideal for road riders,** the **RatchLok** replaces bulky tool kit with just one tool!

Get a RATCHLOK

- **ADJUSTABLE**-fits standard and metric sizes from 3/8" to 1-1/8" - once adjusted to a given size, adjustment will not change during use.
- **FABRICATION**-plated, case hardened, tempered carbon steel.
- **RATCHET ACTION**-features ratchet capability on fittings from 3/8" to 1" which allows it to be used like a complete set of sockets. Reduces installation time.
- **ONE YEAR WARRANTY**-against material defects and workmanship.
- **MONEY BACK GUARANTEE.**

½ your tool kit in one hand

Length 10½"
Weight 21 Oz.

NEW TOOL OF THE 80's

"Just like duct tape in the 1960s and Armor All in the 70s, one can expect the **RatchLok** to become a universally accepted part of the biker's equipment inventory."
QUOTE-CUSTOM BIKE magazine, August 1980.

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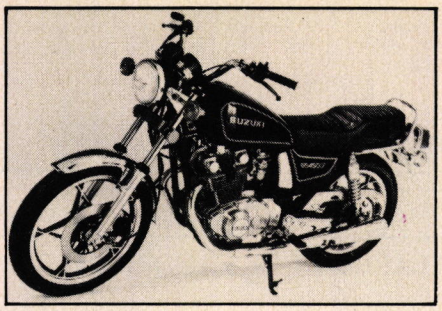
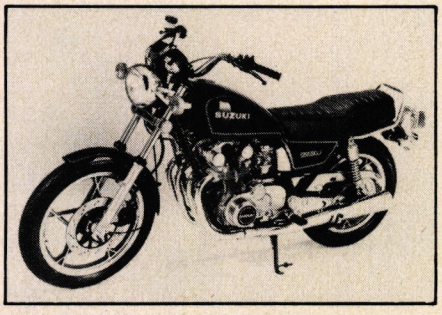


A new/old look for the GS450 twin

Call it the T for traditional.

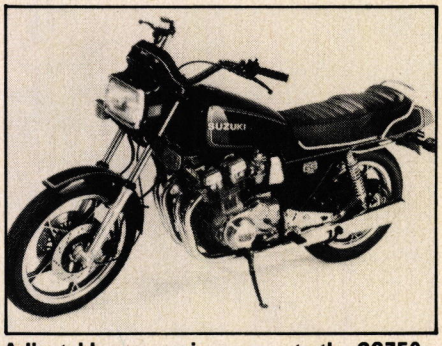


1981 GS550T features new, clean styling

Face lift for an old friend.

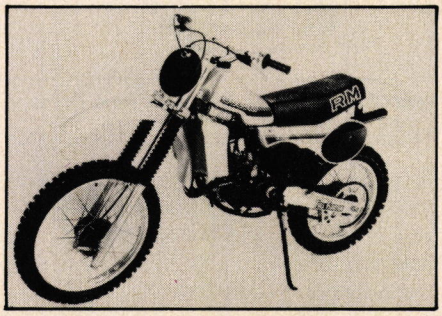
Open-class **moon launch.** With an 86mm piston, 11.2-inch fork travel, and 12.7-inch rear-wheel travel, it's a Full-Reed, Full-Floater **handful.**

- A more down-to-earth approach is the new 500cc **single.** Both the SP and DR versions have an all-new TSCC **four-valve** engine, the same combustion chamber design that



Adjustable suspension comes to the GS750

Cornering clearance and comfort.



1981 RM125—Full-Floater watercrosser

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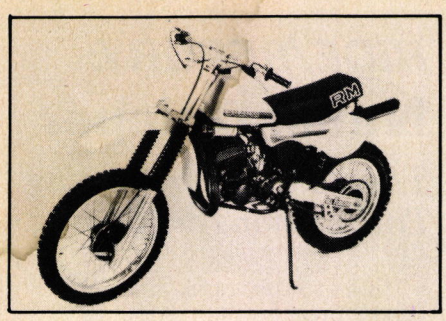
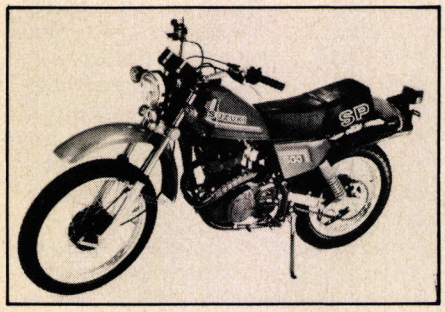


1981 RM465 is the big single-shocker

Nobody will ever call it subtle.



New SP500 has counterbalanced engine

TSCC power comes to the dirt set.

brought you the GS1100 warp-drive power.

• Suzuki has pushed and pulled two other models for 1981, one from **outer space** and one that hasn't left the launching pad. Conspicuous in its absence is the greatly anticipated, oft-rumored **16-valve** GS550. A 400cc version of this bike is for sale in Europe, and with Secas and GPz's on our shores, can a Suzuki response be far behind?

• Not absent, but certainly **conspicuous** is the new S-type nicknamed the **Antman's** revenge. You got a look at the Euro version in Guide Lines in the January issue, but the U.S. model has a few surprises. The front **proboscis** has sprouted a tiny windshield and, look out AMA Superbikers, the TSCC engine is **race-legal** at only 1000cc.

FEDERAL CASES

• A large area of legislation that pertains to motorcyclists only concerns mandatory lights-on laws. One item of information that could affect future **lights-on** legislation came from a research team at the University of Ohio. The team reportedly found that **observers** who watched oncoming motorcycles and figured their speed uniformly underestimated the speed of motorcycles with lights on and overestimated the speed of unlit bikes.

HARD CASH

• If you read only the bottom line of a report released by the Japanese Motor Industrial Federation you might think that motorcycling is tottering on the brink of a major **setback.** But don't be too sure yet. The Federation reported that Japanese motorcycle production in 1979

Continued

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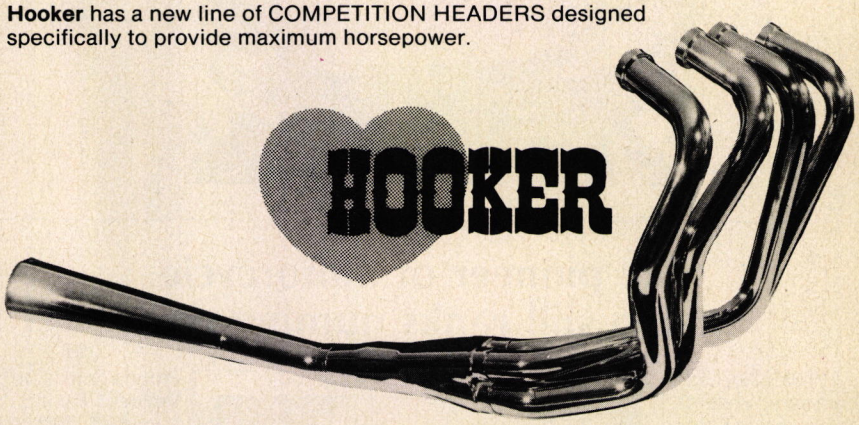

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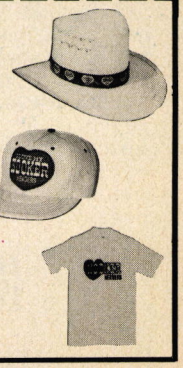

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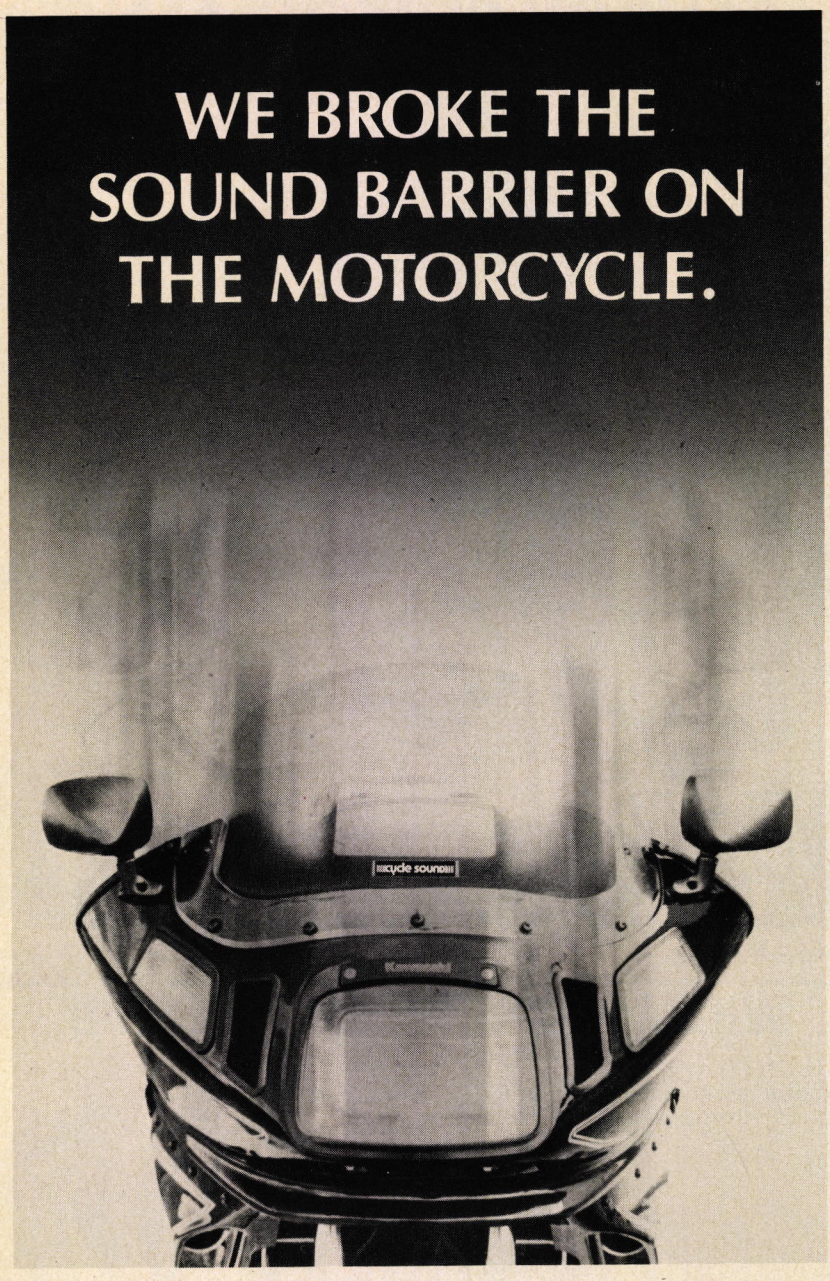
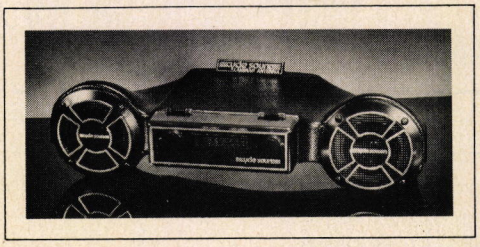


The pioneer of motorcycle stereo still ranks number one.



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RIDE/REPORT: Neval Dnieper

The Russians are coming. The Russians are coming.

• This is a true story. It has to be. How else could it happen?

In the early Forties hordes of Germany's youngest and finest were sacrificed to the Russian winter and army. Some of them rode to the slaughter on BMW R75 sidecar rigs, complete with differentials and driven third wheels. In the retreats that followed, they were chased back across the wastelands by those same R75s, now belonging to The Other Guys. To simplify a long, complicated story quite a bit, the Russians eventually chased them as far—in this case—as the BMW factory, where they found the tooling for those R75s. No one ever accused the Russians of brilliant technological innovation, but given the tooling and a few bikes to use as three-dimensional instruction manuals, they were able to see the value of trucking the whole lot back to the Motherland, setting up shop and going into the motorcycle business, capitalist or not.

The result, nearly 40 years later, you see here: the Neval Dnieper. This version is built in Kiev, and is supposedly more advanced than that made in another factory in the Urals, but since we haven't seen one of those, to know the difference you might have to, uh, ask an experienced Uralogist.

The Dnieper is in about its Mk. II version (or III or IV, no one is really sure, but does it matter?) from the original BMW. According to those who know, the factory builds two models; they share frame and major mechanicals in the mold of "classic BMW engineering/design," but one has a 650cc pushrod engine while the other is a 750cc flathead. The 750, with a torque curve as broad and flat as the Siberian tundra but a peak speed barely off idle and therefore capable of no more than about 45 mph, is primarily for military use where value is placed on tree-yanking low-end punch and consumerist complaints from the riders are not a problem. The military version has a driven third wheel, a differential and reverse gear—reverse is also included on the two-wheelers that pour from the Kiev works to supply the demands of the Russian motorcycle market, which is—surprisingly—one of the largest in the world and a seller's paradise. Capitalist or not.

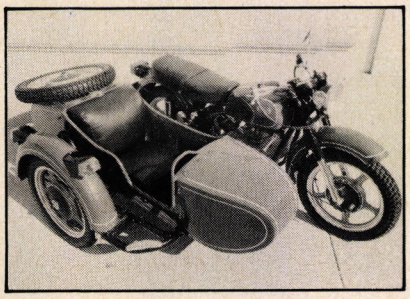
Enter Neval, an English company assuming middleman status in the whole shebang. The English buy the 650 rigs; that engine with a driven sidecar wheel is not available to the Russian biker, by the way. Shipped to England are frames, fenders, tanks, sidecar bodies, engines and drivelines, in knocked-

down condition but painted and finished. Neval partially disassembles the engines, installs higher-grade piston rings, seats the valves and fits better valve springs and seals. The bikes also get English tires, wheels, controls and instruments. And Neval installs Lucas electrics for—*get this*—reliability, which says a lot about Russian electrical systems. Finally, Neval puts on its own stickers and a framehead tag describing the motorcycle as "Assembled in Great Britain," which it is, of course, thereby helping to get around a few sticky trade problems and downplay it being a Rooskie bike.

Now, lest you think this is just another CYCLE GUIDE trip down Fantasy Road, you actually can buy a Neval Dnieper of your very own.

There are two models, the base MT-10 and the top-of-the-line MT-12, shown here, with variations of each depending upon sidecar and wheels. The 12's deluxe tag is owed to its driven sidecar wheel and differential. Prices start at $4370 for an MT-10 with military car and spoked wheels—you can also have a fiberglass sport sidecar—and go up to $5150 for an alloy-wheeled 12. It comes in red or black.

What is the ride like on a reincarnated warbike? Well, compared to something like . . . hmmmm . . . say a Harley or Triumph, the Neval Dnieper is pretty agricultural. The frame's strength is from heft, not cunning design. Castings are rough but look strong, wires seem to hang off everywhere and there are a multitude of nuts, bolts, grease fittings and rough edges. The shift lever looks as if some really bad dude in Kiev took some quarter-inch steel, held it over an anvil, grabbed a sledge in his meaty paw and just beat the sumbitch into shape.



There are practically no compound curves in the sidecar; the seams are simple folds—probably done by Meaty Paw's wife—hammered or spot welded together and sort of—*sort of*, mind you—filed smooth, with nothing so sophisticated as bondo to fill in the gaps. The Russian consumer probably buys whatever he can damn well get and style doesn't enter into it, so it's all right if the bike has all the charm of boilerplate just as long as it also has the strength of same to live through the winter. Toward this end, parts of the Dnieper appear capable of lasting from the last Stone Age to the next, and the paint looks especially durable, if not dazzling to the eye.

There are nice, though quaint, touches on what is really a quaint motorcycle, anyway. The sidecar seat moves forward to reveal a generous cargo area, a spare gas-can holder is included, and for the farmer or soldier in us all, a handy set of clips along the side to accommodate the ever-useful shovel.

Probably not a lot of this matters, though, since this is not exactly a mainstream motorcycle and those who buy it will buy it regardless. The operators of Sidecar Imports, Inc. (490 Skokie Valley Highway, Highland Park, Illinois 60035, (312) 831-5300), think they can dip far enough out of the mainstream to find 300–500 sidecar nuts every year who need a Neval Dnieper in the garage. Quite likely, they're right; where else can you buy an instant classic? For all its roughness the Dnieper has a lot of charm and personality.

All because the Germans forgot to bring some R75s home from the Russian winter. See what happens when you leave stuff behind? *—Don Fuller*

Continued

THERE'S LOGIC IN THE LOOK

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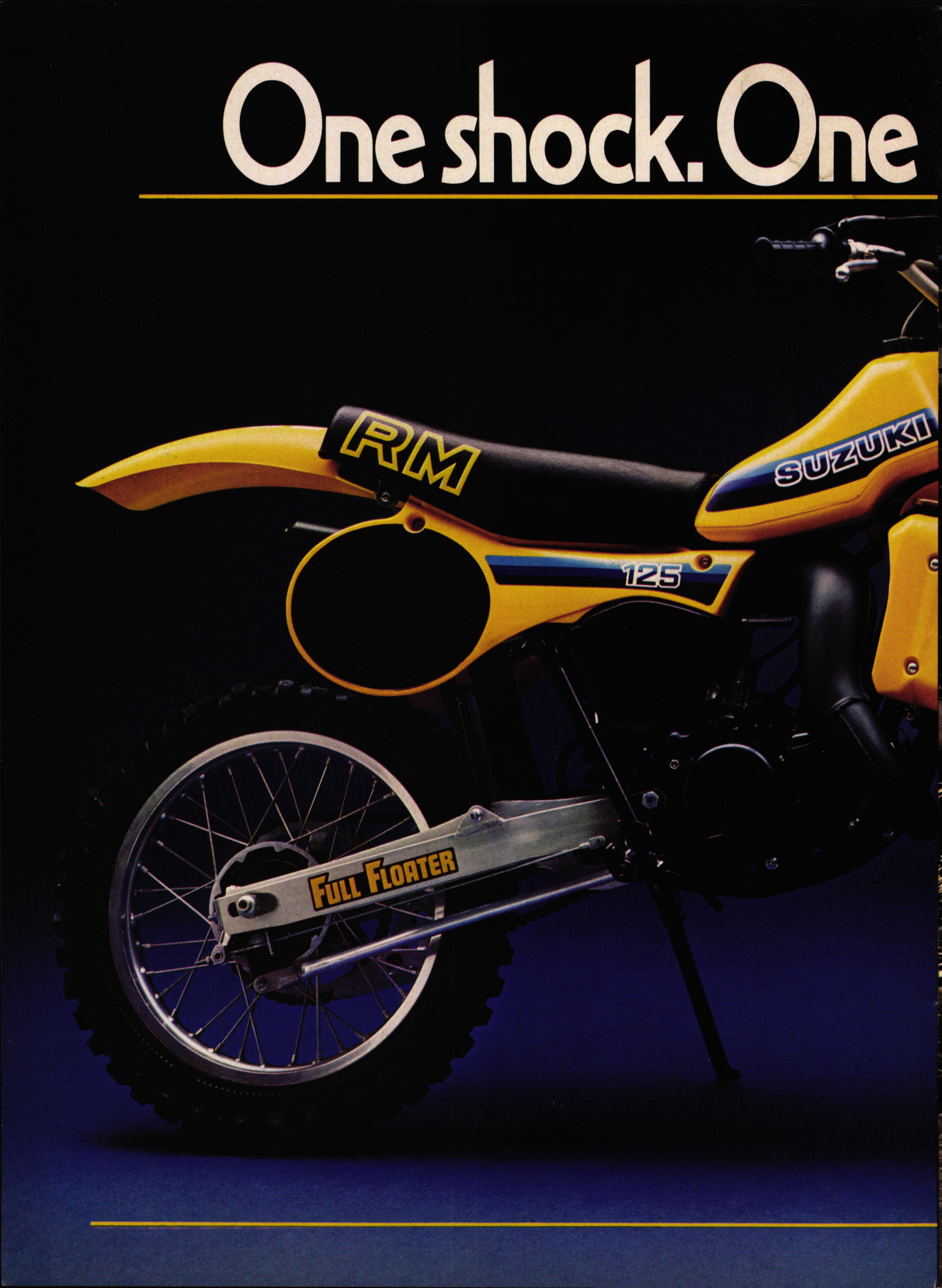


radiator. One winner.

Calling this year's RM-125 'new' would be a gross understatement.

Friends, this bike is fresh off the drawing board.

Start with its new lightweight frame. Add a new high-powered, water-cooled engine. New single-shock system that offers a whopping 12.3 inches of travel. New remote cooling reservoir to keep the shock cool for consistent damping. New air-assisted front forks with 11.2 inches of travel. New trick hubs that use straight spokes to reduce loosening. New light rims. New dual-stage air filter for longer engine life. New everything.

Ok, let's get down to specifics.

Suzuki's extra-light single-shock system is called a "Full-Floater."

Heart of it all, of course, is a large single shock mounted vertically near the center of the bike's gravity (for better handling and response).

Fine. But why the name, "Full-Floater"?

Well, the lower end of the shock is mounted directly to the boxed aluminum swing arm. And the upper end is attached by rod and link to the swing arm. Hence, you have 'floating' ends. Result: The shock compresses smoothly at each end—responding perfectly to any bump or jump.

(It's not the first single-shock system you've ever seen. Just the best you've ever seen.)

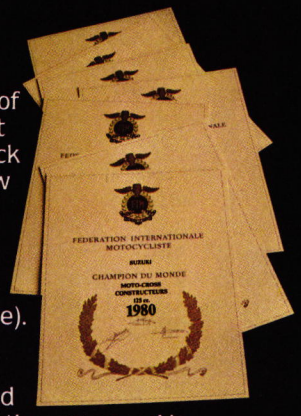
Now, about the engine. It's an all-new Power Reed™ powerplant with new porting, cases, transmission and clutch. All of which adds up to unbelievable power.

Naturally, all this wallop means power-robbing heat. So to keep things cool over the long motos, Suzuki devised the most advanced cooling system this side of works. First of all, the lightweight aluminum radiator is mounted low on the frame to reduce the center of gravity. This makes for better handling. And all of the water hoses are externally mounted. This makes for easy maintenance.

And the whole system works like works. Which makes for high performance.

At this point, you may wonder why Suzuki redesigned the winningest motocrosser in history.

One reason. To make sure it's the winningest motocrosser in the future.



Suzuki 1981 The Performer.

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was down 25 percent from 1978. In part the decrease in production represents a reaction to the rise in the value of the **yen** against the dollar, but the production figure doesn't account for one growing phenomenon: the increasing number of non-Japanese manufacturers that are producing Japanese-design motorcycles under license to the original manufacturer.

• A study prepared for BMW offers a different picture. The study shows that while a dip in motorcycle sales in America is expected for the next year or two, 1983 should find the motorcycle market in a **solid growth** period. The study also predicts that motorcycles in the 650cc–1000cc range will experience the strongest sales increase.

• Meanwhile, sales of motorcycles, mopeds and scooters hit a **20-year sales high** in Great Britain for 1980. The British Institute of Motor Cycling figures show a yearly total of approximately 315,000 sales, just 16,000 short of 1959, when 332,000 motor-driven two-wheelers were sold. And not all the 1980 sales were attributed to buzzy little things bought for their great gas mileage. Although scooters and mopeds recorded the largest sales jumps over 1979 figures, motorcycles were up seven percent.

• As long as you've got your calculator out, punch this in. The combined reported **advertising** costs for the four major Japanese motorcycle manufacturers to tout their wares is on the high side of $42 million.

• Coming down from the eight-figure bracket a bit, riders who use **Hi-Point** Red Dot Tires in the AMA Supercross, Trans USA and GP MX are eligible for a share in the cash contingency pot of more than $20,000 kicked in by Hi-Point.

• Bell is also a name being linked with race money these days, to the tune of $15,000 for the 1981 AMA Supercross Series **point fund,** in which the winner will take home $5000. Another $15,000 of **Bell** money went into the Winston Pro Series, as well as $2000 to the AMA Superbike Series and $2000 to the Grand National Road Race Series.

• On a somewhat smaller note, **Hannah's** Racing Products has posted a $1000 contingency award to be shared by the top-finishing **private** entries in the Florida Winter-AMA MX Series.

• All that contingency money adds up, but it's only part of the take. For example, the purse for the recent Anaheim Supercross was $28,540, with more than $4000 going to the winner of the final event. Or, consider the two-night Seattle Supercross. The total purse was more than **$40,000,** with the winner from each night taking $2745 for his efforts.

• All those races have to take a back seat for pure **long green** to the 40th Daytona 200 Classic, though, which continues in the proud tradition of being the richest motorcycle race in the world. Total prize money for the 1981 Classic was reported at $88,000.

• But there's always somebody who's younger and faster—or in this case, richer—who's looking to take you down a peg. In a few years the richest could be the Bell Superbike 100, which doubled its 1980 purse with a total pot of $25,000 this year.

RUMORS

• The Dutch connection reports that Montesa's recent unveiling of a **single-shock** 250 motocrosser in Holland has sparked gossip that production **Montesas** in 1982 will be singularly shocked.

• That same ocean-crossing rumor connection insists that the **KTM** 500cc **four-stroke** that debuted at the Milan Show will soon find its way over to this side of the Great Salty as a production enduro bike.

• Also from Over There comes the story of complicated international intrigue in **Spain.** What's being said in whispers is that OSSA, Montesa and Derbi have joined forces in a project to develop a **fuel-injected two-stroke** off-road engine.

• On the wilder side of what's circulating right now, there's talk of something new in helmet fashion. The gossip is that soon you'll be able to trot into a motorcycle dealership and exit with a **shiny** new helmet—one that is rendered bright and shiny by virtue of an all-aluminum exterior.

• For devotees of conspiracy theories, there's

Continued

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YICS uses a series of sub-intake ports to blast the fuel-air mixture around the combustion chamber. This results in more complete combustion, more power per stroke. More efficiency, too.

Surrounding this brute of an engine is a rigid, double-cradle frame on a suspension that's adjustable fore and aft. Those cast alloy wheels are light, strong, and all business. There's a six-speed transmission for the perfect combination of gear and power in any situation.

Put it all together and you've got superb handling. A bike fully capable of banking angles that would test the adhesion limit of racing tires. In fact, if you've ever had the urge to pull on some leathers and have a go at production racing, the Seca 550 is the machine for you.

Because 25 years of road racing experience has gone into its frame and steering geometry. And that trim little power-plant puts out more power than anything in its class.

It even comes standard with a sleek, handlebar-mounted quarter fairing that pays off in appearance what it delivers in performance.

The Seca 550. A motorcycle that's hard to beat. No matter how you look at it.

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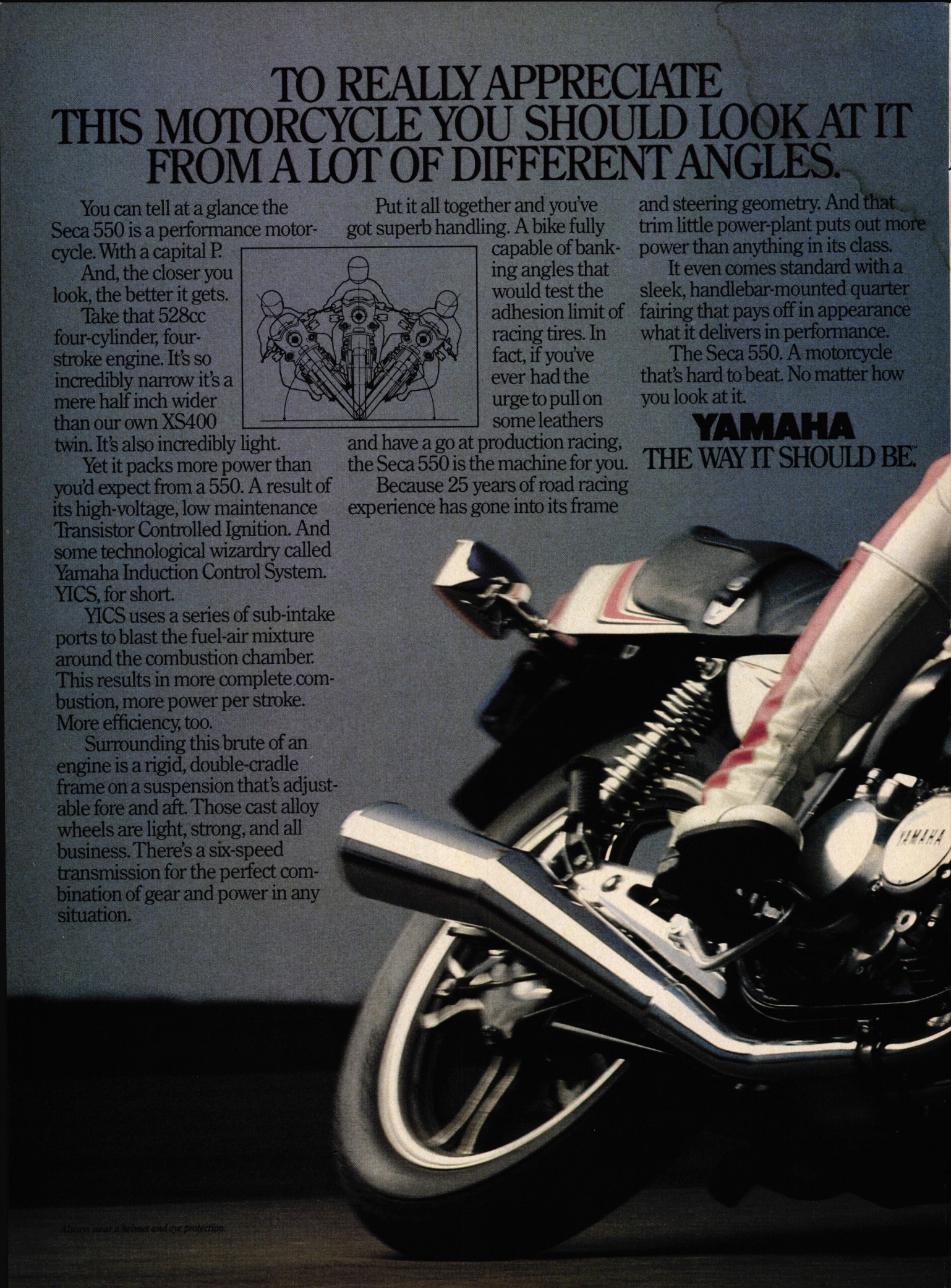

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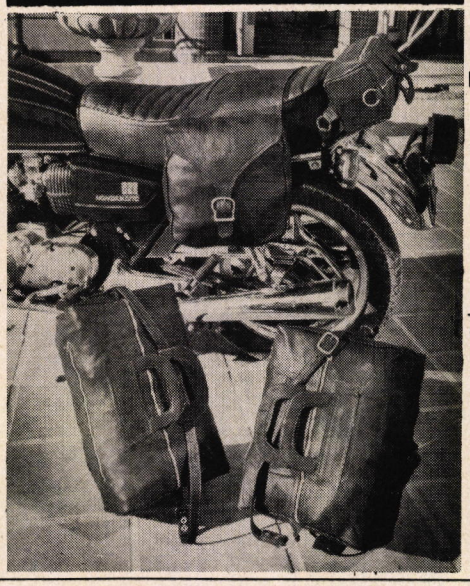

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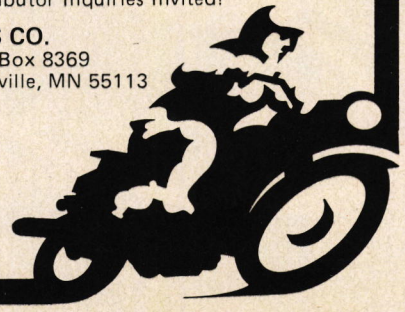

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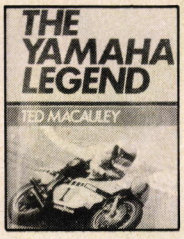
Book Review



THE YAMAHA LEGEND
By Ted Macauley
247 pages, $15.95
St. Martin's Press
175 Fifth Avenue
New York, New York 10010

• As an overall explanation of the Yamaha mystique, Macauley's "Legend" is somewhat limited. It is more about the birth of a racing dynasty than it is a history of Yamaha's growth from a small piano company to major moto-marque. After Macauley briefly introduces Torakusu Yamaha and his 1888 harmonic, he departs posthaste from the 19th Century and heads straight for the nearest roadrace track.

At least the rapid transition has some reason. During the past 20 years Yamaha has become practically synonymous with racing. Especially roadracing, which obviously captivates the author. He also has a difficult time concealing a personal bias for Mike Hailwood even in the book's dedication, although "The Bike" raced for Yamaha only one year.

"Legend" trades on an abundance of roadracing photography to trace Yamaha's history. Included in the racing biographies are profiles of the legendary RD56, as well as previously secret photos of Giacomo Agostini riding the 500 four for the first time (while he was still under contract with MV Agusta) with which he would ultimately win the 500cc world championship for Yamaha.

But there is more than just flashy photography of Yamahas, MVs and Hondas jousting on the Continental roadrace courses to recommend this book. Macauley also serves up a gourmet meal of the top Yamaha team riders: Phil Read, the late Bill Ivy, Mike Duff and Rod Gould close out the Sixties. Macauley takes you to Yamaha team headquarters for an understanding of how Yamaha lured Agostini from MV while keeping him from signing with Honda.

"The Yamaha Legend" supports its roadracing bent with facts and quotes from riders and team members. Unfortunately, not enough space is devoted to Yamaha's greatest legend to date—Kenny Roberts. Even so, "Legend" proves a worthwhile piece for racing enthusiasts wanting additional horsepower for the occasional benchrace, despite the fact that it's been misbilled. It reads as a history of racing, not the story of a motorcycle company. *—Dain Gingerelli*

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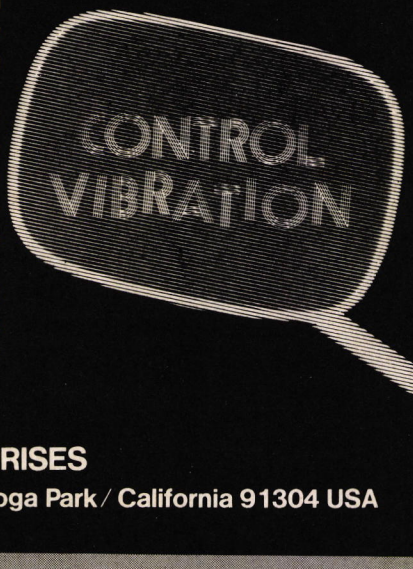

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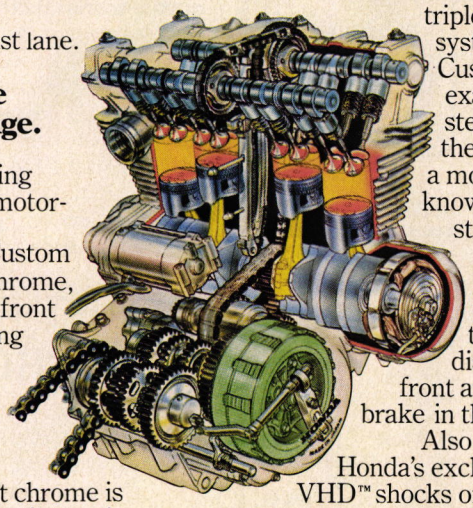

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But underneath all this dazzle, don't be surprised if you discover a slightly aggressive attitude. The CB750 Custom rides on clean lean ComStars™ and big fat tubeless tires with raised white letters.

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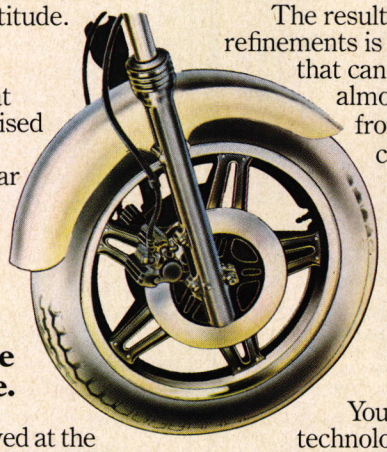

Rakish new leading axle forks with dual disc brakes.

Lean back and enjoy the performance.

Now you've arrived at the most beautiful part of the CB750 Custom.

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The handlebars and footpegs let you lean back comfortably instead of hunching forward.

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Stretching out in front, the new leading axle fork gives you more than a rakish look. It's air adjustable, so you can tune it to load and road conditions. The ingenious offset triple steering clamp system lets this Custom retain almost exactly the same steering geometry as the Honda CB750F, a motorcycle well-known for its ability to straighten curves.

And because stopping is as important as going, there are now dual disc brakes in the front and a brawny drum brake in the back.

Also in back, Honda's exclusive VHD™ shocks offer you five spring preload settings – from limousine plush to road racer stiff.

And a swing arm pivot fitted with needle bearings reduces flex in tight corners.

The result of these refinements is a motorcycle that can handle almost anything from a hairpin curve to a double S. Luxuriously.

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And to make sure you get all that power, smoothly and without waiting, the four 30 mm CV carburetors are fitted with an accelerator pump for quick, crisp throttle response.

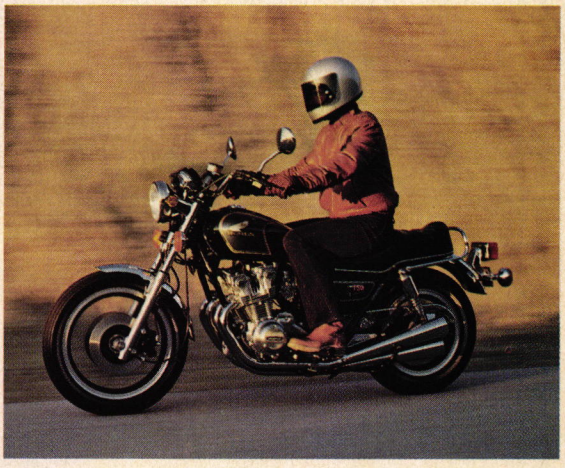
Just roll it on.

Tricks and treats.

The CB750 Custom is beautiful in big ways.

It's beautiful in small ways, too.

This year there's a quartz halogen headlight and new trick instrument lighting that doesn't just light up. It glows. Vibration-absorbing passenger footpegs. There's even a vacuum operated fuel petcock that you never have to remember to turn on or off.



But this is just the icing on the cake. Without a single gadget, this motorcycle combines pure beauty with brute force so well that you don't know whether to polish it or polish off the competition.

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GUIDE LINES *Continued*

talk that a new Department of Energy plan is being developed that would drop the national speed **limit** to **45 mph** in the event of another oil shortage.

- If you're fond of that one, you'll probably also go for the story about how the **EPA** is going to mandate **helmet** use to protect you from the harmful effects of motorcycle noise.
- One of the big predictions that's making the rounds these days calls for the return of **automatic-transmission** motorcycles on a large scale within the next few years.
- One last unfounded but popular tale is that the rising cost of just about everything has at least one major car **rental** agency working up plans for short-term motorcycle rental in locations around the country. Reportedly, the major stumbling block—insurance—has already been fixed, and testing is underway to find the appropriate **bikes** for a rental fleet.

APART FROM THE CROWD

- For all of you who felt pangs of sorrow for the California Highway Patrol and its **slow-motion** patrol cars, relax. As was reported in this column in the November issue, the **CHP's** finest—and their slug-slow St. Regis patrol cars—were getting left in the dust by just about anyone who decided not to wait around for the ticket-writing ceremony. Those days are over, so watch it. New Malibu patrol cars are part of the CHP fleet, which should make the gassit-and-chuckle maneuver a thing of the past.
- If you've always wondered about **litter** you might have deep-seated problems, or you just might have a normal curiosity about the debris that seemingly lines every road, street or shady lane where man has been. A study for the Keep America Beautiful Foundation found that on highways in 29 states, more than 1000 items—sometimes more than 3000—sit beside or in every single mile of highway. That's not just Dixie cups and cigarette butts, either. More than 200 distinct types of litter were recorded for the study. Students of **trash trivia** will be interested to note that the month for heaviest litter accumulation is April, while the overwhelming majority of the roadside museum-pieces are heaved by curators under 20 years old.
- You know how your non-motorcycle friends cringe when they see your **scuffed** leathers? How they tacitly call you something less than sane for wanting to test your mettle against a stopwatch? Here, then, is an item that will let you fight back. According to Metropolitan Life Insurance Co., which recently released statistics for high-risk sports, motorcycle **racing** has the second lowest fatality-per-1000-participant ratio of any motorized sport. Only dragracing cars was safer. Just for your own frame of reference, motorcycle racing came up with an index of danger, relatively speaking, of 0.7, while flying home-brewed airplanes—at the other end of the scale—scored an almost suicidal 28.2. ●

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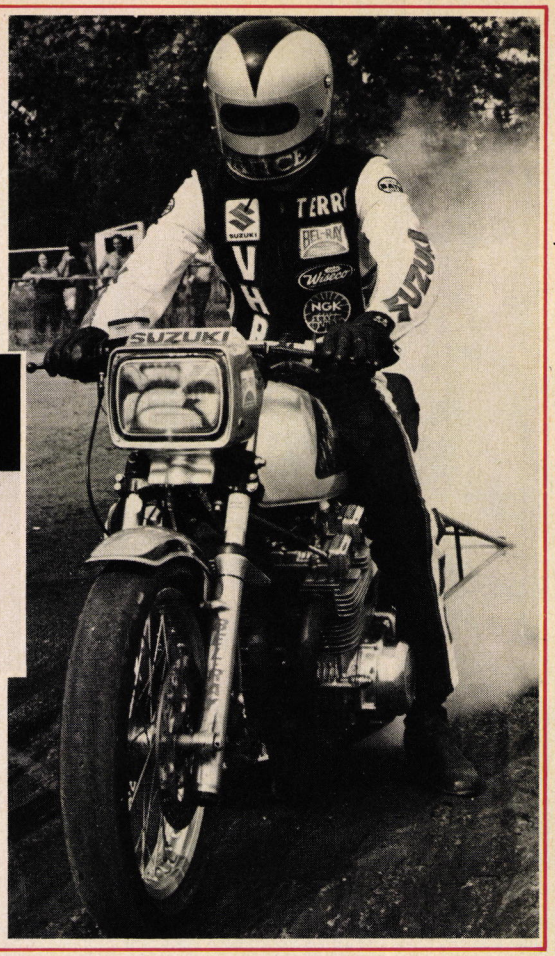

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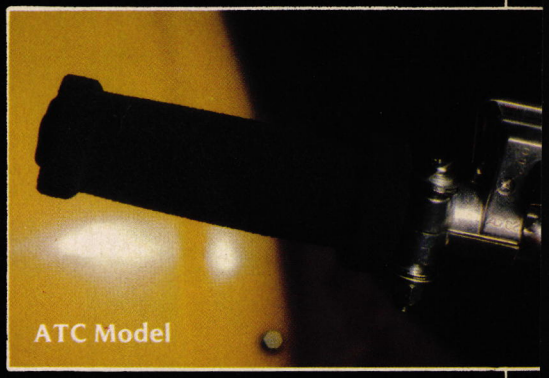
With annoying discomfort eliminated the pleasure of riding takes on a new dimension.

The revolutionary new Dirt System has advantages all its own. It's a repairable system. You start with a tough plastic cartridge that's available in red, yellow, blue, black or green. Over that you slip a tough foam sleeve, completing your grip. If you tear a sleeve or damage a cartridge end, simply replace it. With "The System" you can always have a new grip.



Other models are all foam including Dirt, Road and ATC. The Dirt has a wide foam flange on the throttle side to help eliminate blisters. Road and ATC are nearly identical, contoured to be both great feeling and great looking. Why don't you ride with an advantage? Get Grab Ons today. Contact us for a brochure.

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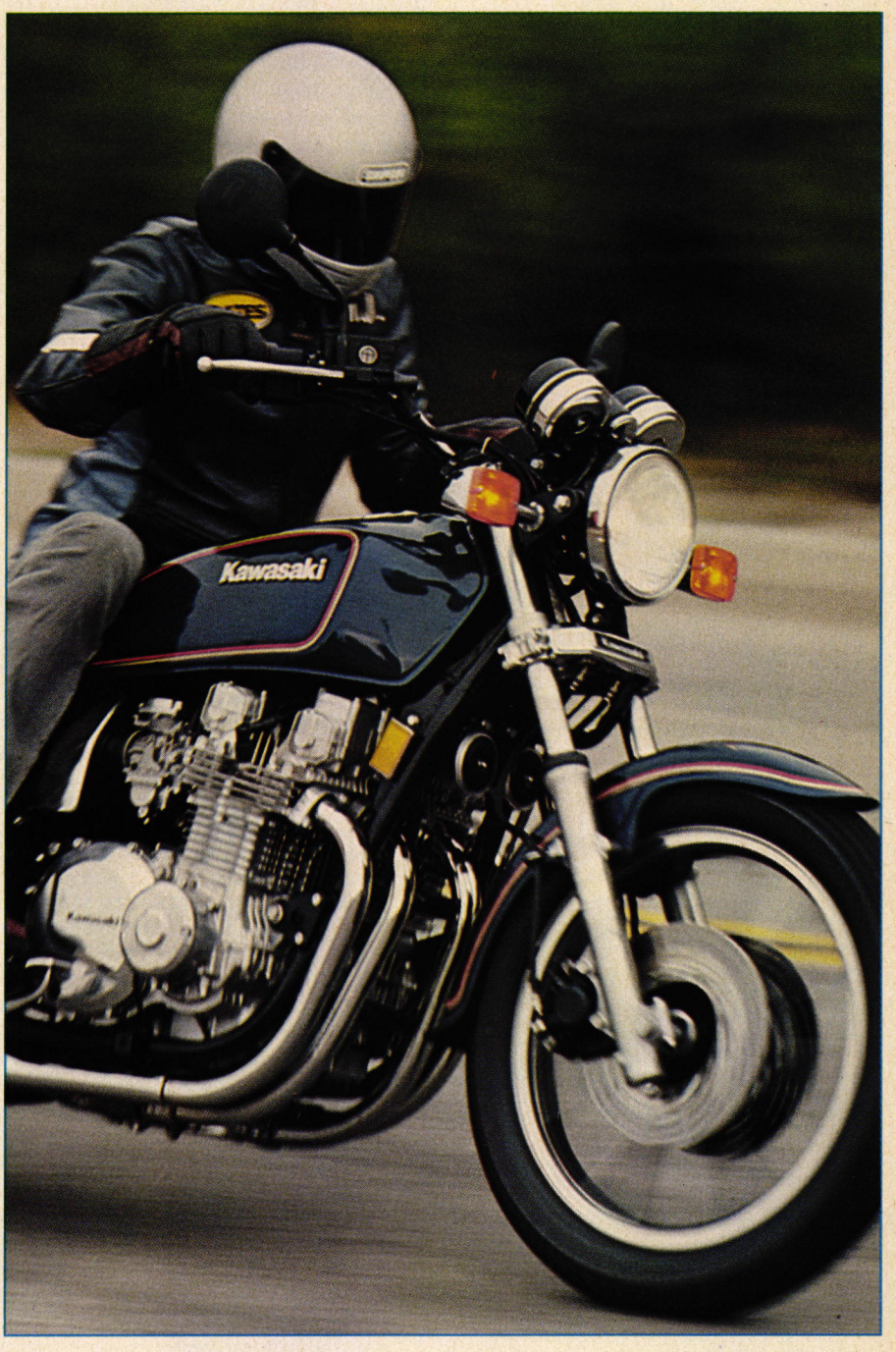
ROAD TEST:

Kawasaki KZ1100

A dash of high-performance thinking turns a mild-mannered touring bike into an 11.6-second super tourer.

BY MICHAEL JORDAN



PHOTOGRAPHY © 1981 DAVID CLARK

All right, you guys. Even though you might like shaft drive, road maps and all-day rides, I know the truth. You still like to cut loose and haul ass, don't you? But it's okay, Kawasaki understands that. It's even built a shaft-drive motorcycle expressly for dashing between Grand Junction and Ruidoso at 100 mph, whether you're into fairings and such or not.

The designation of this new open-field runner from Kawasaki is KZ1100A. There's more to it, though, than just the itch you get in your right hand at the prospect of 1100ccs pumping out 102 horsepower. Because this is more than just a warmed-over KZ1000 Shaft, a bike that acquired its reputation as a long-distance motorcycle by default. The KZ11 is different. From the beginning, it has been thought of as a touring bike—not a dresser exactly, but a motorcycle at home on the open road with or without a fairing. Actually, Kawasaki hung the appellation "Super Touring" on the KZ11 in its prototype stages, and that term captures the KZ11 shaftie's attempt to mix roadability with high performance.

You'll be able to wrap your mind around the term supertouring once you point the KZ1100's front tire in the general direction of the city limits and give the throttle a mighty yank. Seconds later, you are no longer in the vicinity. Because the KZ11 doesn't just accelerate, it disappears. Its quarter-mile performance (11.621 seconds at 117.6 mph) promises exciting times on the highway, even if you've been jaded by 11-second quarter-mile times and 1100cc engines.

Kawasaki applied the same sort of thinking to the design of the KZ1100 that it has to its entire generation of new street bikes. No exotic tricks are called for. Kawasaki engineers long have been convinced that they had the right components at hand and had simply failed to fit them together properly. And indeed, the extraordinary contrast between the fusty old KZ1000 Shaft, not much more than a Z-1 with shaft checked off on the option list, and the new KZ1100 lies in the way the components have been carefully tailored to match one other and to match the task of the bike as a whole. The fundamental verities expressed here are light weight and the right kind of power. Light weight means a motorcycle that can respond to your demands instead of those of its own avoirdupois. The right kind of power means an engine that answers your call no matter what gear you're in or how much weight you're packing. If this is high-performance thinking, so be it. The KZ11 demonstrates that high-performance thinking can transform a touring bike just as completely as it does a sport bike.

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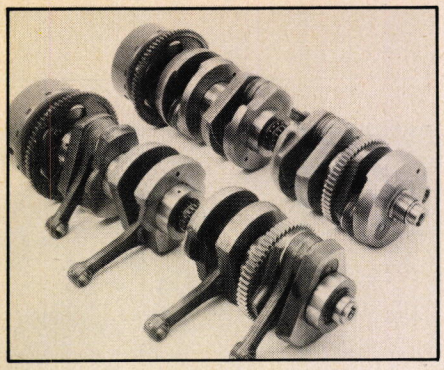
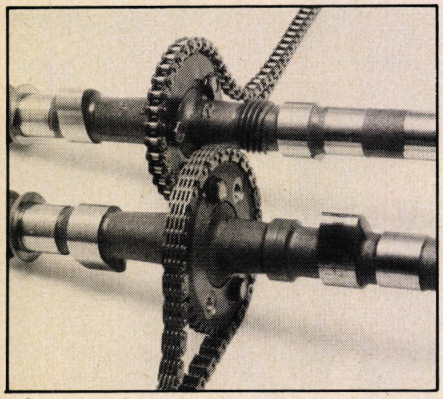


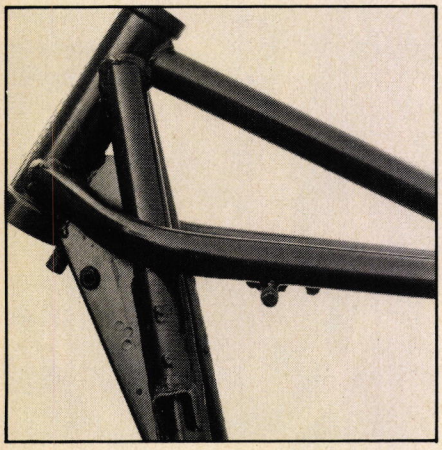
Smaller crank webs for KZ11 motor

Sharing the KZ1000 bottom end.



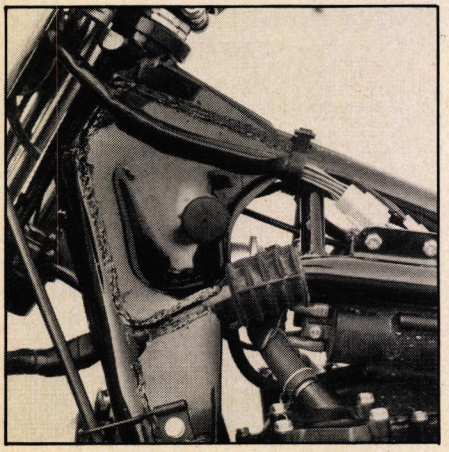
Silent chain spins the cams this year

Taking the thrash out.



Steering heads, old Z-1 (top) and KZ11

Solving the stiffness problem.



The refitting of the KZ1000 Shaft into KZ11 trim was conducted with much the same logic as the redesign of the chain-drive Z-1. To begin with, a stronger frame holds the package together. In broad outline, its configuration is the same as last year, but the diameter of the frame tubes has been increased to bolster rigidity while their wall thickness has been trimmed to reduce weight. Comprehensive gusseting of the steering head and two crossbraces for the top tubes also add to the rigidity of the KZ11's frame. As a result, the structural link between steering head and swingarm pivot is strong enough to help the front and rear wheels work with one other instead of against one another.

When it came to suspension philosophy, Kawasaki's engineers attempted to keep the original KZ1000 Shaft from swinging its weight around by fitting a suspension with a mild rising rate thanks to progressively wound springs. Even so, the bike wallowed around in the corners like a water buffalo in its favorite mud hole. The same theory is applied to the KZ11's suspension, but this time the hardware is more sophisticated. An air-spring fork has been fitted to the front of the KZ11 while Kayaba gas shocks first seen on European Suzuki GS1000s are attached to the back.

The KZ's leading-axle air-spring fork has a fractionally softer initial spring rate and a fractionally firmer final rate than last year, but the air-spring feature turns the trick by helping the fork resist bottoming with more control. A reduction in wheel travel of 20mm also produces a firmer front suspension. And although a reduction in stanchion tube diameter from 40mm to 38mm seems to promise a compromise in front-end rigidity, adequate stiffness is attained because the wall thickness of the stanchion tubes has been increased 1mm. The switch from cast-iron to aluminum triple clamps also helps keep the fork flex-free and reduce weight.

Kawasaki engineers undoubtedly chose Kayaba gas shocks for the KZ11 because compressed gas without springs as a primary springing medium offers a much steeper rising rate (and also better tunability) than springs alone. Unfortunately, the use of air in such shocks usually compromises their effectiveness, because the temperature increase under hard use makes suspension action much stiffer. But because the Kayabas use nitrogen instead of air, this problem is minimized. Air is used only to fine-tune the shocks for differ-

Charting the Changes

Engine: Displacement increased from 1015cc to 1089cc due to a 2.5mm larger bore. Compression ratio increased from 8.7:1 to 9.2:1. New squish band in cylinder head helps prevent detonation. Ports increased 2mm in diameter. Inlet valves 1mm larger and exhaust valves 2mm larger. Inlet valves close 10 degrees sooner for a four percent reduction in duration. Exhaust valve timing juggled for a four percent decrease in duration. Silent-type cam chain replaces roller chain. Crankshaft flywheel weight reduced. Alternator diameter increased 15mm and output increased 25 percent. All three engine mounts incorporate rubber. Dimensions of engine cases changed. New 34mm constant-velocity carburetors replace former 28mm slide/needle carbs. Valve guides changed from iron to sintered metal.

Drivetrain: Internal gear ratios taller and output shaft strengthened. Final drive gearing slightly taller but overall gearing remains almost identical. Shift lever rides in ball bearings for lighter shifting effort. Front bevel-gear housing cast in aluminum. Rear bevel-gear housing slightly changed in shape.

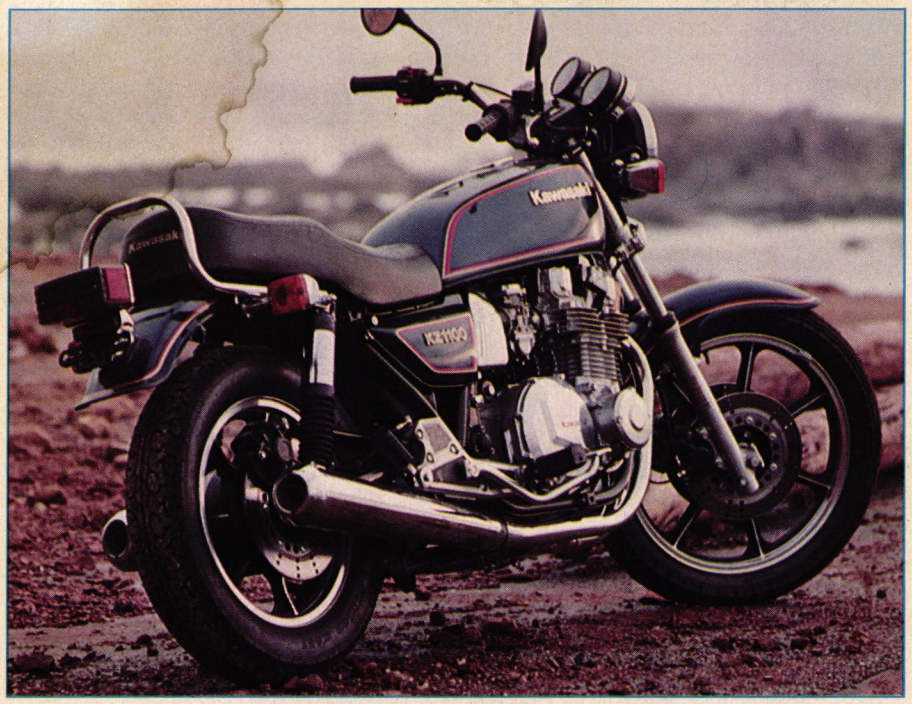
Suspension: Change to air-spring fork with stanchion tubes 2mm smaller in diameter. Slightly softer springing and damping rates. Rear air shocks feature four-way adjustable damping and infinitely adjustable preload. Rear damping increases in steps of 14 percent, 10 percent and 13 percent.

Brakes: Rotor diameter decreased 4mm in front and 14mm in rear. Dimensions of rear master cylinder decreased for more progressive operation. Lever ratio of front brake lever increased to make front brake more responsive.

Tires: Rear tire size changed from 4.50V17 to 130/90H16.

Dimensions and Capacities: Frame strengthened by use of larger diameter tubing (though with reduced wall thickness), substantial gusseting of steering head and cross-braces for backbone tubes. Wheelbase increased 0.4 inch, steering head angle increased 2.0 degrees, trail increased one inch. Weight reduced 23 pounds. Fuel tank increased 1.3 gallons.

Details: New halogen headlight. Seat with dual-density foam. New instrument lighting. New fuel gauge. Electrically-operated speedometer, odometer and tachometer. Two auxiliary electrical terminals, in headlight and beneath seat. Self-cancelling turnsignals. Tinted rearview mirrors. Four-way flasher. Locking centerstand. Optional security cable can be stored inside left-hand tube of frame cradle. Equalizer fittings on both fork and shocks.



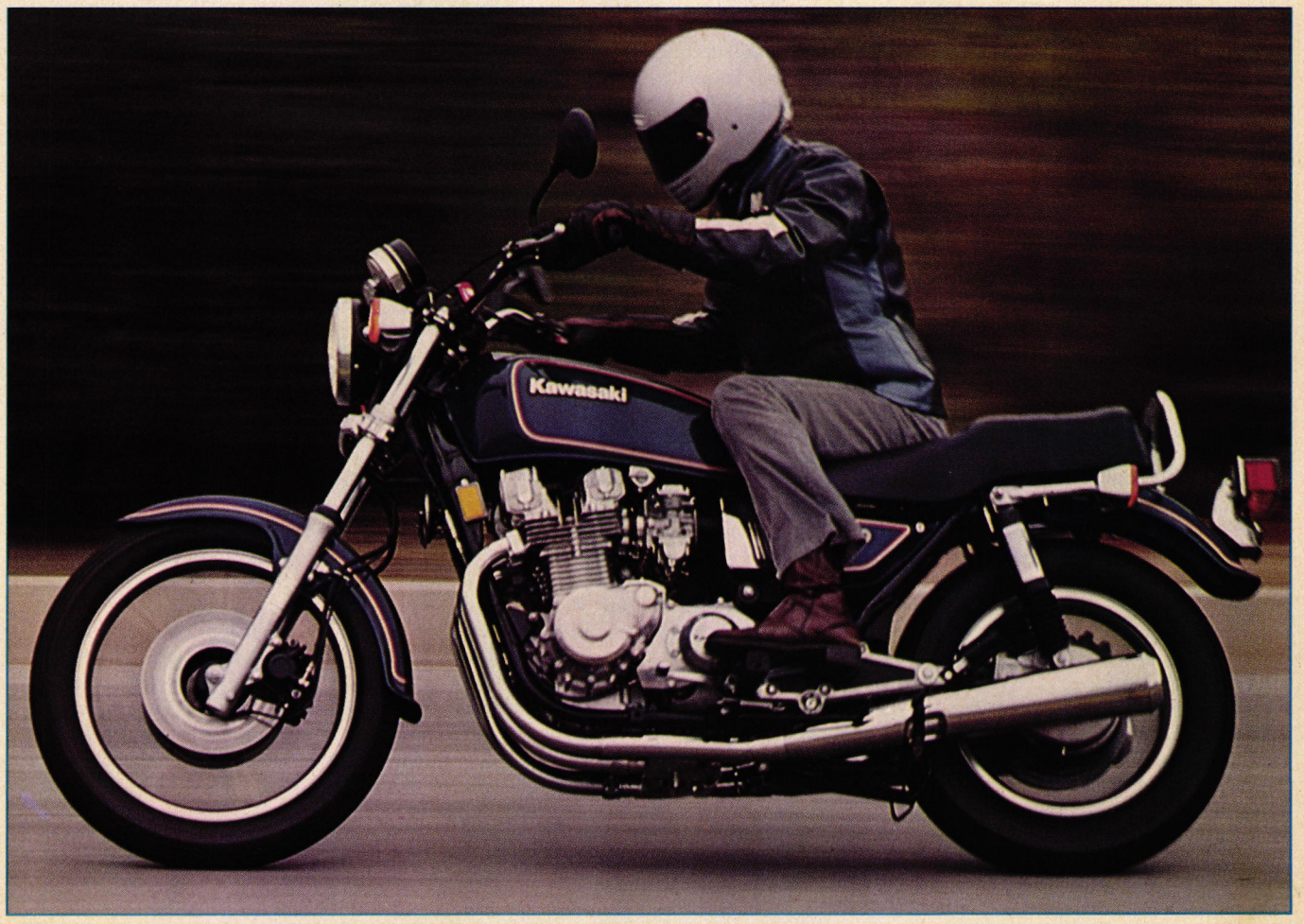
ent load capacities through an equalizer line beneath the seat. Four positions of rebound damping afford even more shock absorber adjustability.

The new suspension units also deliver the capacity for more spring control that a touring bike likely to carry a fairing, bags and passenger needs. The switch to a 16-inch rear tire and H-rated rubber is explained by a desire for more load-carrying capacity, but the bottom line is a GVWR of 1019 pounds and a 12-pound increase in load-carrying capacity over the KZ1000 Shaft.

While these building blocks help the KZ1100 fulfill its role as a multi-dimensional touring bike, the piece of hardware that gets people riled up is the engine. Basically, it duplicates the same thinking apparent in the GPz1100 and KZ1000 engines with a bit of additional fine-tuning to calibrate it for supertouring. The overall goals of the redesign were a reduction in vibration and an increase in responsiveness.

Kawasaki gave the Z-1 engine quicker response by trimming five pounds of weight from the crankshaft flywheels—especially the web extension on the primary-drive side—and deleting the kickstarter. The solution to the vibration problem, though, proved to be rubber isolation mounts for the engine. All three of the motor mounts (down from four last year) carry rubber fittings. Though this measure generally compromises frame rigidity, you might feel better about it if you know that Kawasaki first experimented with rubber-mounted engines in its 1980 endurance-racing bikes.

The KZ1100 engine's incredible power comes from boosting displacement 73cc



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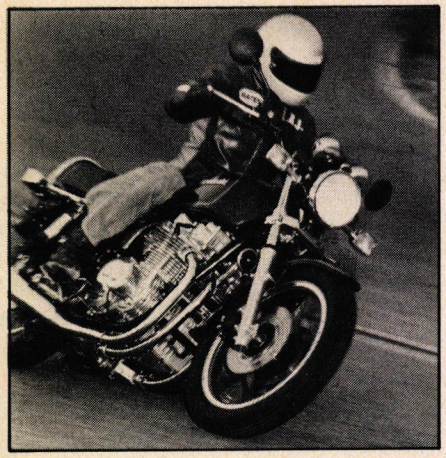


and funneling more fuel into the larger cylinders. The engine breathes through ports 2mm larger than before, intake valves 1mm larger and exhaust valves 2mm larger. Mikuni 34mm constant-velocity carburetors meter the fuel-air mixture to cylinders with a 0.2-higher compression ratio. More power is the obvious result.

While the KZ1100 duplicates the stone-killer GPz1100 engine in the way it achieves a higher horsepower rating, the KZ engine also incorporates a few things to calibrate the powerband for touring riders. Basically, valve lift as well as valve duration are reduced slightly compared to the GPz engine. And to bolster cylinder charging and thus improve power at low and mid-range rpm, the valves open and close sooner. The baffling in the KZ11's low-slung exhaust pipes further reinforces the broad powerband.

Though the KZ11 engine isn't as radical as the GPz engine, some fiddling with the internals was necessary to accommodate the horsepower increase. Last year's 2mm-larger crankpins play a role here as does the increase in height for the engine cases around the transmission. Most of the changes are in the transmission itself, though. The ratios of the internal gears have been made shorter, which means they spin faster, reducing their torque loadings. Making the final-drive ratio slightly taller gives the bike virtually the same overall gear ratio as before, though, so the bike still spins a modest 3600 rpm at 60 mph.

The new engine transforms what had been a freight train into a bullet train. The KZ11 accelerates like a bandit bike, not a touring bike; and thanks to the rubber engine mounts, cruising at 80 mph isn't any more annoying than cruising at 45 mph. The real payoff for this performance boost, though, is an increase in the engine's flexibility. You can lug the motor around town like a Harley or Yamaha and still have sufficient punch at hand if you need it. And then you can accelerate into a 100-mph streak like a KZ1300. Precise carburetion is really the key to the goodness of the KZ11 motor. Kawasaki's exclusive air-suction emissions system cleans up the tailpipe so thoroughly that ultra-lean carburetor jetting isn't necessary. Kawasaki's four-cylinder engines probably seem better than they are just because their goodness isn't masked by low-tech carburetion.

Like last year's bike, the KZ11 really shines when straightline stability is called for. A whopping 2.0-degree increase in steering head angle and a 27mm increase in trail account for a lot of this feeling of radar-controlled stability on the Interstate. Strangely enough, though, our KZ11 didn't prove as comfortable as the stan-

Engineered for the Open Road

• In 1979 and 1980, no Kawasaki 1000cc touring bike existed. There was only a Z-1 with "shaft" checked off on the option list. It was Chester Hudspeth's job to correct that. Hudspeth spent nine years with Kawasaki Motor Corporation before recently becoming director of engineering for Vetter Corporation. It was his responsibility to work closely with project leader Hank Hosoi and hammer out a super tourer from the KZ1100. The story of that conversion provides evidence that motorcycle makers finally understand that a touring bike is more than just a collection of options.

To begin with, Hudspeth and Hosoi recounted the KZ1000 Shaft's basic problems: it vibrated; the steering tended to hunt under trailing throttle; and the bike wallowed in the corners under a full load. Rubber engine mounts cured the vibration. A whopping increase in rake and trail steadied the front end, and high-tech suspension gave the bike stronger legs. From there on, things got harder. Touring guys notice details, and details are the most difficult things to get right.

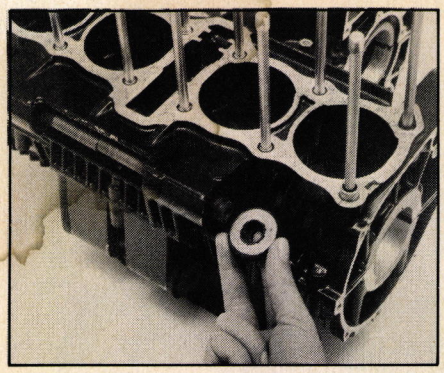
Hudspeth went to work first on the ergonomics of the riding position. The handlebar from the KZ1300A fitted to the prototype was discarded for one from the B-model. The seat was shortened so it could be flipped open without fouling a luggage rack. The seat itself was made narrower to forestall constricted circulation in the legs of passenger and rider. Then the step was made less restrictive, for as Hudspeth explains, "riders like semi-containment under acceleration because the handlebar is not enough . . . so some slope is necessary, but you want enough of a flat surface so that you have some adjustability."

From this point, Hudspeth tried to make the KZ1100 easier to work with when it came to fitting accessories. He believes that the touring rider generally buys one accessory at a time and installs it himself. Thoughtful detailing minimizes the amount of knuckle-busting necessary to install new parts. As he says, "the building block is so much better because of things like that. They're little details, but the difference is like the difference between an Oldsmobile engine and a Ferrari engine."

For example, Hudspeth asked for the relocation of the rear turnsignal mounts further forward, so that saddlebags (which usually utilize this mount) would be positioned closer to the bike's center of mass for better handling. At the same time, they would be isolated from vibration which could fatigue the brackets themselves. Then the equalizer fitting for the rear shocks was secured beneath the lockable seat. The electrical outlet beneath the seat also was fitted with a quick-connect fuse block, so a touring rider could plug in without having to purchase any new parts.

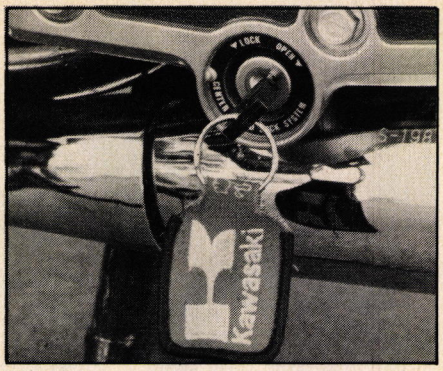
The subtlety that went into the KZ1100's engineering is perhaps best revealed in the attention devoted to the brackets for locating accessories. First, four 8mm nutplates are mounted on the front downtubes to permit simultaneous attachment of fairing and engine guards (the dual horns attach to the top two nutplates on the stocker). Since the bottom engine mount is deleted in the new engine design, Hudspeth asked for two nutplates in the same area to locate support struts for the engine guards. Also, the front engine mount studs are slightly longer so engine guards can be installed without having to purchase longer studs, which means the factory's standards of strength, finish and fit aren't compromised. Extra threads were added to the muffler hanger bolts for the same reason, facilitating saddlebag installation. Finally, Hudspeth tested the brackets used to mount the Vetter fairing by riding fairing-equipped Z-1s over 20 miles of railroad track. He reports that several Z-1s broke under the pounding from the railroad ties, but the brackets didn't.

The engineering Hudspeth did on the KZ1100 doesn't add up to a lot of metal, but if you've ever put a fairing or saddlebags on a motorcycle, you'll appreciate it. It's also interesting to note that we have a man, not a computer, to thank for this engineering. As Hudspeth sees it, good motorcycles, especially touring motorcycles, cannot regard the human factor as an afterthought. "Ultimately, somebody rides the bike and says it's right or it ain't right," Hudspeth says. "That's why we get bad motorcycles sometimes—but that's also why we get good motorcycles." —*Michael Jordan*



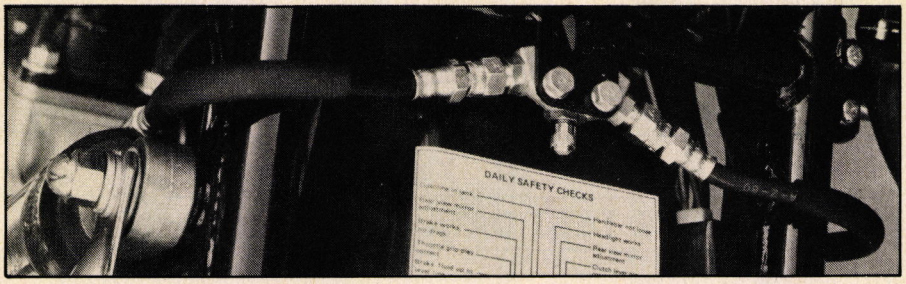
KZ11 gets rubber at every engine mount

Keeping you from getting a buzz on.



KZ11's exclusive locking centerstand

Backed up by optional cable lock.



Equalizer line for Kayaba shocks

Secured from childish hands.

dard Z-1. A reduction in seat padding (a trade-off for the stepped seat touring riders prefer) accounts for some of this, but more importantly, the leading-axle fork didn't prove as supple as it should have considering its softer initial spring rate. Once the fork moved from a dead-stop it felt fine, but otherwise, stiction kept it from reacting over expansion joints. It could be that this is a problem that will be cured with more miles, so we will report back once we've racked up more mileage.

The KZ11's cornering capability points up a more dramatic comparison between last year's KZ1000 Shaft and this year's shaftie, however. It doesn't take burly inputs to get the KZ11 leaned over when you're peeling off for an apex. It is still a heavy bike, but its reactions aren't as slow as the geometry suggests. The point is, the KZ11's limit is centerstand-scraping territory—not just 15 degrees from vertical. The drivetrain also does its bit to heighten the bike's responsiveness in the corners, for the gearshaft clicks from gear to gear with characteristic Kawasaki forthrightness while the Kayaba shocks bring the distinctive lurch of shaft-drive rear-ends under control. In short, you can attack corners on the KZ11 rather than just ride carefully around them.

Once the speedo climbs above 80 mph, though, you feel the KZ11's touring-bike heritage make its presence known. If you're deliberate, the bike remains fairly stable. But if you hit a bump at the wrong angle or bobble at the entrance to a corner, the KZ will start to wobble, though not with infamous Z-1 ferocity. After all, the combination of soft suspension, lots of weight and the fat profile of a 16-inch rear tire will bring you up short no matter what kind of bike you're riding. To a certain extent, increasing the inflation pressure of the rear tire and rear suspension will minimize the KZ's antics, but this is still not a crisp motorcycle at speed.

These flaws, however, only point out that this is a super touring bike—not a superbike. Speed is definitely the message here, as the powerful engine attests, but the exigencies of 3000-mile vacations demand certain things—from shaft drive to soft suspension to an upright riding position. Even so, the KZ11 still brings to the long-distance market a spirit of high performance that all other bikes but for the GS1000G lack. Actually, a comparison with the Suzuki shaftie helps pin down the KZ11's priorities. As a solo bike, the KZ doesn't offer the same sure-footedness as the Suzuki shaftie, though it comes closer than others. Yet as a touring mount, the KZ11's engine and straightline stability make it far more suitable. And, well, if you're into trekking across the landscape with the throttle to the stop and your Gypsy Scout up to full gain, then there's nothing that can match the KZ1100. Because when it comes to hauling your gear and hauling ass at the same time, this is what it's all about. •

Ride Review

• Either way you take it, stripped or dressed, the KZ1100 misses the mark. As a stripper, it has the maneuverability of a heavyweight, but, ironically, with the choppy ride of a smaller bike. The fork just doesn't work without the weight of a fairing.

But even when it's dressed with fairing and bags, the KZ11 still can't match the integrated feel of a Honda Interstate or BMW R100RT. These bikes look cohesive, as if they rolled right off the assembly line ready for the highway. In comparison, the pieces on the KZ1100 seem like accessories, instead of being integrated with the bike.

Too bad. The concept is sound. Take the Z-1 engine design, refine it, add a shaft and you get the makings of a fine touring bike. But then you have to take that extra step when you fit the accessories. For me, the Interstate and BMW set a standard that has yet to be duplicated. —*Riley Tharp*

• Standards, schmandards. Every time I get near an R100RT I get guilt pangs about not owning a tuxedo. And whenever I ride Honda's Interstate I feel so gol' danged *nice* I want to call up Marie Osmond for a date.

Nope, for me a touring package has to work both ways—which is why I like the KZ1100. The Vetter stuff is a class act, even if it's tough to figure out how to fold your BVD's into a 105-liter parcel. The fairing works, well, like a Windjammer; the seat is fine, the ride supple—I can think of a lot of places I'd like to go on this Kawasaki.

And GO is the operative word. The one thing the KZ1100 has over those fancy-pants tourers is git along: 12.43 seconds in the quarter worth. With 40 mpg fuel efficiency on the road. Dressed. In my book, that's almost enough to make it Best Dressed. —*Jeff Burtt*

• Something's wrong. A shaft-drive touring motorcycle isn't supposed to do consistent 11.6-second quarter-miles. But the KZ1100 Shaft does. That's why it rates high on my Cannonball Baker Trans-Con list. I'd gladly saddle up on it to chase the morning sun until the Big Pond stopped my tracks.

You see, the KZ1100 shaftie captures me in the same way that other Kawasaki sport bikes do—its engine delivers the power in smooth, easy-to-digest doses. The carburetion is clean, the powerband is broad and it rumbles like a hot rod. True, I relish light-handling bikes and this shaftie isn't the best for threading apexes, but the engine strikes an emotional chord in me. And when I give it an Italian tuneup by revving it to the 8500-rpm redline, those emotions pour out and I'm reminded of why I love motorcycles. Even touring motorcycles with shaft drive. —*Dain Gingerelli*

Continued

Kawasaki KZ1100

SPECIFICATIONS:

Importer: Kawasaki Motors Corp.
2009 East Edinger Avenue
Santa Ana, California 92711

CATEGORY: street

SUGGESTED RETAIL PRICE: $4049

ENGINE

Type ..... four-stroke transverse vertical four
Valve arrangement ..... double overhead camshafts
Bore and stroke ..... 72.5mm x 66.0mm
Displacement 1089.9cc
Compression ratio 8.9:1
Carburetion ..... four 34mm Mikuni constant-velocity
Air filter ..... disposable paper element
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system .. 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive ..... straight-cut gears; 1.732:1 ratio
Clutch ..... wet multi-plate
Transmission-to-driveshaft ..... helical gears; 0.682:1 ratio
Driveshaft-to-rear wheel ..... helical gears; 3.600:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.64	11.20	6.5
II	1.83	7.77	9.4
III	1.43	6.07	12.0
IV	1.17	4.96	14.7
V	1.04	4.41	16.5

SUSPENSION/WHEEL TRAVEL

Front air-spring, 38 mm stanchion tube diameter/ 6.5 in. (165 mm)
Rear ..... air shock, 4-way adjustable rebound damping 4.0 in. (102 mm)

BRAKES

Front ..... dual single-action hydraulic calipers, 11.0-in. (280mm) discs
Rear ..... single-action hydraulic caliper, 11.0-in. (280mm) disc

TIRES

Front ..... 3.50 x 19 Dunlop Gold Seal F8
Rear ..... 130/90 x 16 Dunlop K427

DIMENSIONS AND CAPACITIES

Weight ..... 559 lbs. (254kg)
Weight distribution ..... 45.4% front, 54.6% rear
Gross vehicle weight rating (GVWR) ..... 1012 lbs. (459 kg)
Wheelbase ..... 61 in. (1549mm)
Seat height ..... 31 in. (787mm)
Handlebar width ..... 30.3 in. (770mm)
Footpeg height ..... 13.3 in. (338mm)
Ground clearance ..... 5.8 in. (147mm), at exhaust
Steering head angle ..... 29 degrees from vertical
Front wheel trail ..... 4.9 in. (125mm)
Frame ..... tubular mild steel, double front downtubes
Oil capacity ..... 3.9 qt. (3.7l)
Fuel tank ..... steel, 5.6 gal. (21.3l) including 1.2 gal. (4.5l) reserve
Instrumentation ... speedometer, tachometer, fuel gauge, odometer, tripmeter resettable to zero

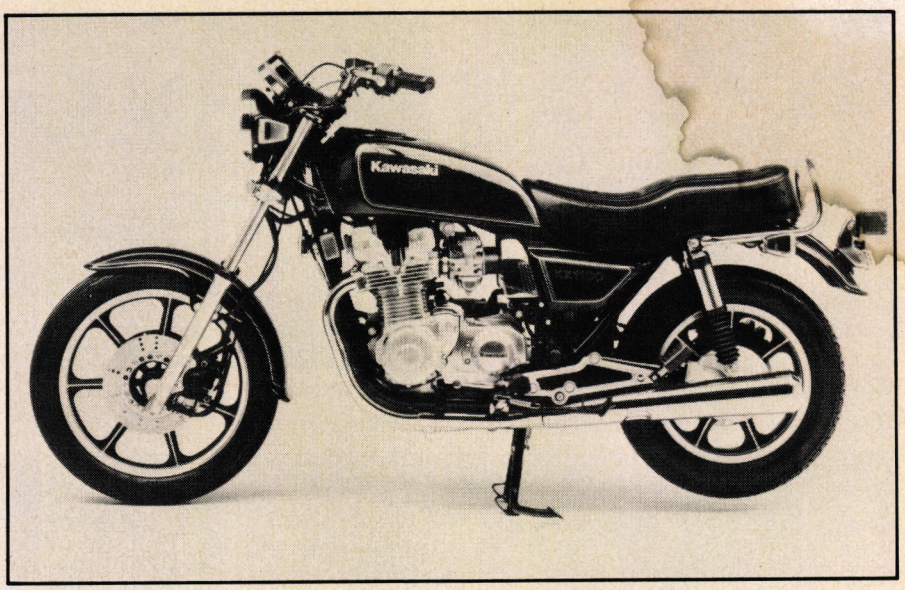
PERFORMANCE

Fuel consumption ..... 38 to 44 mpg (16 to 19 km/l)
Range, maximum ..... 213 to 246 miles (343 to 396 km)
Range, reserve only ..... 46 to 53 miles (74 to 85 km)
Speedometer error, 30 mph indicated ..... 31 mph actual
Speedometer error, 60 mph indicated ..... 62 mph actual
Best ¼-mile acceleration . 11.621 sec., 117.64 mph (189 kph)
Top speed (calculated) ..... 140 mph (226 kph)
Stopping distance from 30 mph ..... NA
Stopping distance from 60 mph ..... NA

WARRANTY: 6 months

AVAILABLE COLORS: luminous Navy Blue

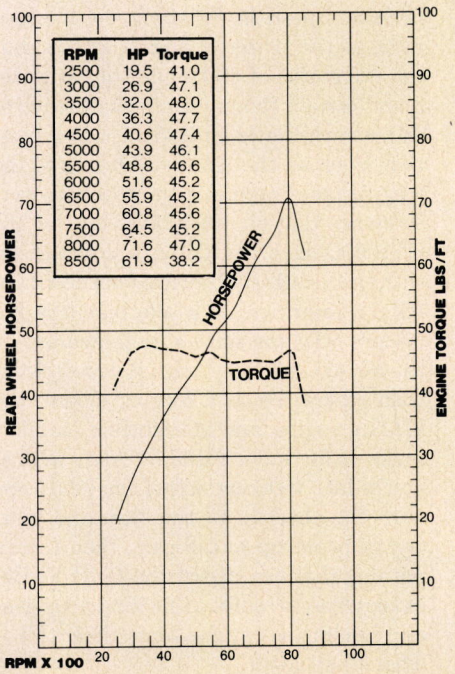
All weights and measurements are taken with machine unladen and fuel tank empty.

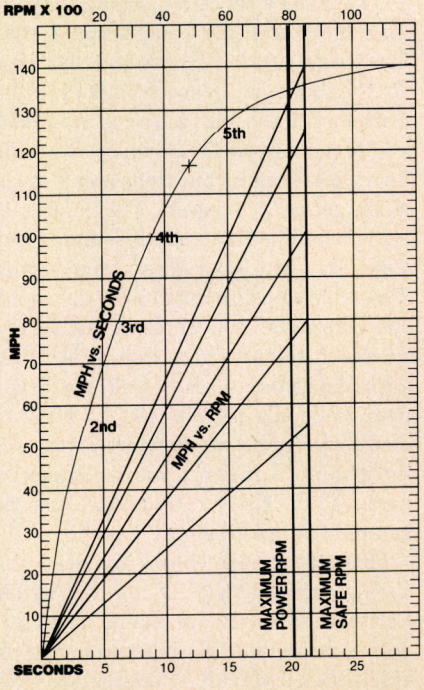


COMPARATIVE TEST DATA:

Make	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs	Stopping Distance From 60mph, ft.
Kawasaki KZ1100	11.62/117.6	140	559	NA
Suzuki GS1000GT	12.34/110.8	139	564	141
Yamaha XS1100LH	11.99/113.5	137	562	133
Honda Interstate	13.40/96.0	121	718	146
Yamaha XS1100F Dresser	13.13/105.0	137	649	NA
Kawasaki KZ1100 Dresser	12.43/107.14	140	638	NA

PERFORMANCE:





MINITEST:

Kawasaki KZ1100 Dresser

Suited up for out-of-town travel.

• Where touring bikes are concerned, Kawasaki reckons that traditional ways are best. So the KZ1100 Dresser won't be waiting for you on the showroom floor of your Kawasaki dealer. And you won't be able to buy the latest microchip depth gauge for it, either. When you want the right stuff for the KZ11, you'll have to belly up to the parts counter and order it from Kawasaki Accessories just like anybody else. And if you're lusting for electrickery—well, that's what mail-order catalogs are for.

Fortunately, the pieces for the KZ11 Dresser are as sophisticated as the acquisition process is traditional. The right stuff in this case is Vetter Corporation's gear. The ABS plastic fairing is a clone of the new Windjammer V, color-matched to the KZ11. Fit and finish are up to Vetter standards. The fairing features a *Lucite* clipped windscreen in two different heights; this one had pop-vents, which relieve the negative pressure that builds up behind any fairing (though the Vetter fairing is better than most in this regard), even if they do fail to create much in the way of a cooling draft. There's a snap-pouch on the left side of the fairing and a lockable compartment on the right. A thoughtful touch is the fact that the red pinstripe can be removed if you prefer a more conservative appearance.

The bags and travel trunk are part of what Vetter calls The Setup, with their special floating mounts to isolate vibration. Because the hatch openings are smaller than the interiors, packing proves annoying, but at least you can squeeze a full-face helmet into them (that is, if it's not a full-size Star II). Altogether there's 105 liters of storage capacity (or 60 pounds, whichever comes first). This year a new double-sided key reduces fumbling somewhat, but you need to purchase Vetter's special five-lock kit if you want to rationalize the system to one-key-fits-all.

There might seem little difference in whether you purchase the right stuff from Kawasaki or Vetter, but the fact that Kawasaki designed all the bracketry should make installation easier. Also, Kawasaki positions the saddlebags closer to the centerline of the bike for better handling. The real flaw lies in the wire spaghetti lurking behind the headlight once you fit the fairing up—one of the nice things about Honda's Interstate is the fact that the wiring is neatly hidden inside the fairing.

You can't quibble about the way the KZ11 Dresser works, though. Unlike the Suzuki GS1000G, another performance-oriented shaftie, the KZ11 accepts its burden with perfect willingness, even happiness. The big motor pushes the package down the road effortlessly, the rubber motor mounts and exhaust hangers fending off fatigue brought on by engine vibration. The additional weight on the front end overcomes the fork's stiction problem and the ride becomes supple instead of stiff. The shimmy from the high-mounted trunk makes the rear end feel awkward, but on the whole the package is astonishingly stable and feels very much like a unit instead of a gaggle of mismatched pieces. The package isn't as tightly knit as the Honda Interstate, but it's still good. And the KZ11's standard locking centerstand—perhaps the best theft-deterrent yet—enables you to leave the Dresser parked outside any café without feeling pangs of guilt. The flaws in the package's performance lie in the instrument glare reflected in the windscreen, the fairing lowers which help engine heat to blister your shins in weather above 60 degrees F, and the fact that the fuel tank goes on reserve too soon.

Perhaps the most remarkable thing about the KZ11 Dresser is the fact that the travel bag setup apparently improves highway cruising. Vetter's windtunnel studies reportedly reveal that the bags "close the aerodynamic envelope," as Vetter's Chester Hudspeth says, controlling the turbulence generated by the fairing splitting the airstream and directing it back and away from the bike, thus making the entire package more aerodynamic. The travel trunk apparently is the most crucial item in producing this effect. Hudspeth claims that the only way to really enjoy a fairing is to fit travel bags as well. Certainly, the pool of still air behind the Windjammer felt remarkably calm—you have to be pretty large to feel any turbulence. It could be that the KZ11 proves that, as Hudspeth says, when it comes to touring gear, "the more you buy, the better it gets." I guess that in this case, more Vetter *is* better.

—Michael Jordan

PHOTOGRAPHY © 1981 DAVID CLARK

KAWASAKI KZ1100

Importer: Kawasaki Motors Corp.
2009 East Edinger Avenue
Santa Ana, California 92711

Category	touring
Suggested retail price	$5321.60 (as tested)
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts
Bore and stroke	72.5mm x 66.0mm
Displacement	1089.9cc
Carburetion	four 34mm Mikuni constant-velocity
Gearbox	5-speed
Front fork / wheel travel	air-springs, 38mm stanchion tube diameter / 6.5 in. (165mm)
Rear shocks / wheel travel	air shock, 4-way adjustable rebound damping / 4.0 in. (102mm)
Wheelbase	61 in. (1549mm)
Seat height	31 in. (787mm)
Weight	638 lbs. (289kg)
Best ¼-mile acceleration	12.432 sec., 107.14 mph (172 kph)
Top speed (calculated)	140 mph (226 kph)
Fuel consumption	36 to 41 mpg (13 to 17 km/l)
Warranty	6 months
Available colors	luminous Navy Blue

AND NOW, A WORD ABOUT WHY YOU SHOULD BE READING CYCLE GUIDE EVERY MONTH:

mō'tor•cy'cles

We don't expect you to buy our magazine because it has tips on gourmet dining. Nor because it tells you what the latest in jogging shoes is. We expect you to like CYCLE GUIDE because it's the best-written, most thorough, most entertaining dose of high-intensity moto-info you can buy. A kind of monthly one-stop shopping center for all your motorcycle input, from new-model tests to inside tips, secrets of the sport, new ways to have fun with your bike and evaluations of the accessories made to help you have that fun.

Street & Dirt

Naturally, we don't confine our interest to one kind of motorcycling. For instance, we think there's nothing in all the world more fun than doing cross-ups with the spectacular MX machinery available today. Not to mention dodging trees and rocks in enduros. In fact, if it's something you can do with a motorcycle off-road, we're sure to do it.

Which doesn't mean, of course, that we don't work the other side of the trees. Whenever we can, we turn our lively and exhaustive street tests into staff rides, blitzing the twisties and eating up thousands of miles in touring. Because we love street motorcycles as much as dirt bikes.

Just like you.

Big & Small

Some people seem to think you can't have fun on anything that doesn't have a handful of cylinders and eyeball-squashing power. And some people think that God meant Man only to ride bikes with seven-speed gearboxes and a teacup-full of engine. We're not like either group. We can have fun testing and writing about anything with two wheels and a motor, from crypto-chopper to minibike. So our entire staff is totally conversant with the whole motorcycle spectrum, from tiddler to terror. And consequently, whatever your preferences in displacement and power, you'll find them within the pages of CYCLE GUIDE.

Because fun isn't measured in cubic inches.

Riding & Writing

Ours is a staff of expert riders. Qualified to ride or race almost anything. But it's not our ability to turn hot laps that makes us proud of our work. It's our ability to turn hot licks on the typewriter.

That's because while there are a lot of good riders around, there aren't many who can turn the experience of riding into something others can share and delight in. Or learn from. So we've been very selective about who writes for us, making sure that riding skill is matched by writing skill. The result isn't Shakespeare, but we think our ways of taking you along with us over the jumps, across the apexes and through the woods on two wheels are better than anyone's in the business.

Including Shakespeare.

Them & Us

There are a lot of motorcycle magazines on your newsstand. Some specialize in dirt bikes, some in street bikes, others in choppers. Some are very nice to flip through in idle moments. And like you, because we're full-on motorcyclists, we flip through them too, occasionally even finding something we like to read. But like you, we think there's a world of difference between an "occasional" magazine and one that delivers the kind of excitement, enjoyment and insight we'd feel good about spending our money on.

The occasional magazines are still in the rack. You're holding the one that we know delivers the goods every month.

CYCLE GUIDE

HARD RIDERS WITH THE RIGHT LINES.

Can anything on Earth stop the Honda XR's?

Out here you've got to be strong just to survive, let alone win.

An enduro course has to be the worst place on earth to discover that you're riding the wrong bike.

Mainly because some enduro courses *are* the worst places on earth.

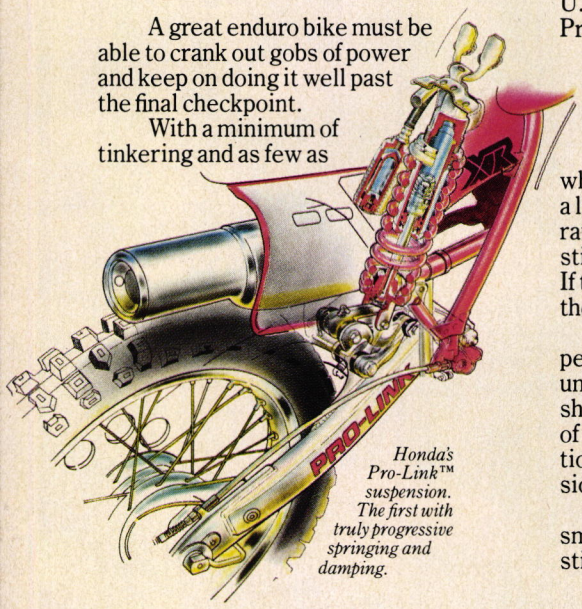
Take a hundred miles of stutter bumps and whoop-de-doos, hills and streams, finish them off with mud, sand, brush and rocks and you've got the most convincing argument you'll ever find for riding a Honda.

Introducing the new XR500R, XR250R and XR200R, enduro bikes that come with the works.

Four strokes and proud of it.

A great enduro bike must be able to crank out gobs of power and keep on doing it well past the final checkpoint.

With a minimum of tinkering and as few as possible impromptu pit stops.



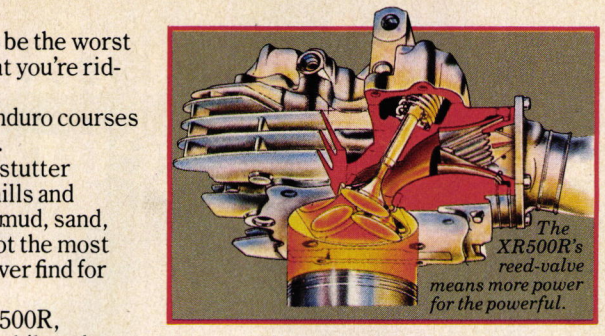
Honda's Pro-Link™ suspension. The first with truly progressive springing and damping.

That's exactly what Honda's four strokes are famous for.

Honda's four-stroke engine design gives you a wide, predictable powerband with no peaky surprises. At speeds under a slow crawl, with almost no rev's, they growl out low end torque.

Exactly what you need for grunting up the most vertical hills or inching across the most challenging creeks. Without making you blip the throttle and search for the power.

Simply because the power is always there.



The XR500R's reed-valve means more power for the powerful.

There's a big shock waiting for you.

In 1980, Honda won the World and U.S. Open Motocross Championships on Pro-Link™ suspension.

In 1981, it's your turn.

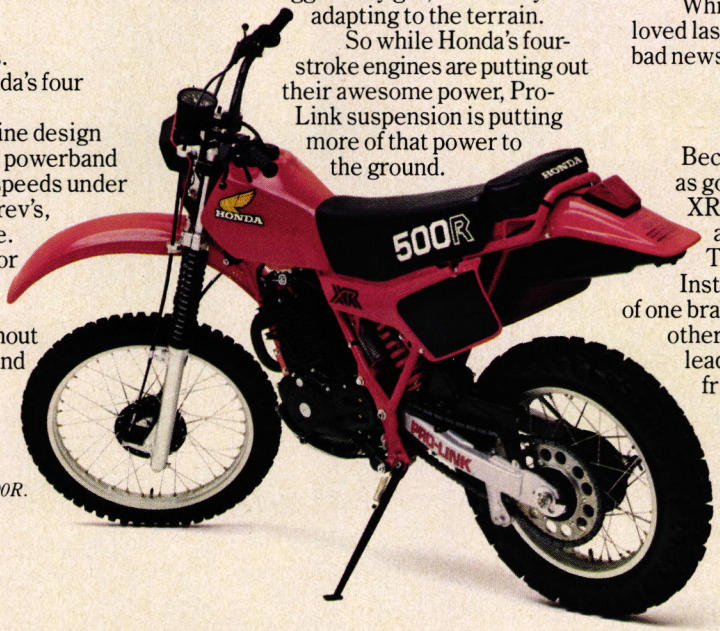
Because all three XR R's put this revolutionary single shock suspension between you and the ground.

Conventional shock systems, whether they use one shock or two, have a limited range of spring and damping rates. If they are set firm, they are too stiff for small bumps and gentle whoops. If they are set soft, they cannot handle the big bumps and they bottom out.

Honda's progressive linkage suspension, on the other hand, features a unique linkage between the large single shock and the rear wheel. And because of this both the spring and damping action are progressive—on both compression and rebound.

The suspension action is soft for small bumps, and becomes stiffer and stiffer the bigger they get, constantly adapting to the terrain.

So while Honda's four-stroke engines are putting out their awesome power, Pro-Link suspension is putting more of that power to the ground.



The rugged new XR500R.

The XR500R. Or how to climb every mountain.

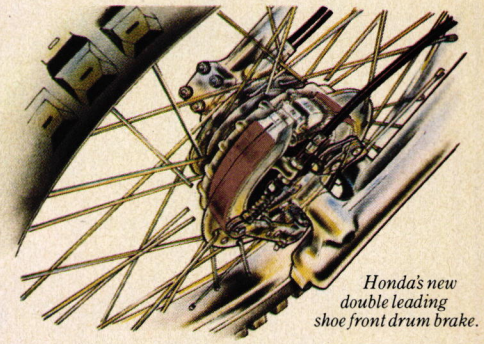
Of course, there are probably some mountains on this planet that the XR500R can't climb.

Like Mt. Everest.

But take a long hard look at its brawny 498 cc powerplant and you might begin to wonder.

It's got Honda's advanced Pent-roof™ head with four valves for more efficient combustion, capacitor discharge ignition for hot sparks with no maintenance and dual counter-balancers to help smooth out vibration on those hundred-milers.

And new this year, the XR500R arrives with Honda's reed-valve assisted induction system. This reed-valve is placed between the carburetor and the intake valves to provide quicker low speed throttle response and more usable low and mid-range power than ever.



Honda's new double leading shoe front drum brake.

Which is great news for anyone who loved last year's awesome XR500. And bad news for the competition.

Stop right there.

Because stopping is just as important as going, the 1981 XR500R (and the XR250R) feature a new brake design along with its improved engine.

The double leading shoe front brake. Instead of using only one leading edge of one brake shoe and the trailing edge of the other, this Honda design uses two leading edges to provide stopping friction. Which in turn gives you an added edge.

But don't stop here. Turn the page and read about the XR250R and XR200R.

HONDA

FOLLOW THE LEADER

How to beat a planet that's had 3 billion years to get ready.

One look at the Sahara desert or the Amazon jungle and you begin to wonder if this planet is all that friendly.

One look at your typical enduro course and you'll never turn your back on Mother Nature again.

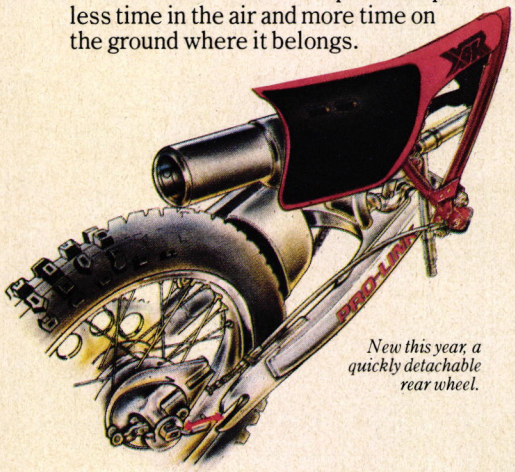
Out there you've only got one friend. Honda.

The XR250R and XR200R. When you're not out of the woods, yet.

Anywhere an enduro course twists, snakes, zigs or zags, you shouldn't be without an XR250R or XR200R.

Because nothing handles like these competition-oriented enduro bikes.

Their Pro-Link™ suspension spends less time in the air and more time on the ground where it belongs.

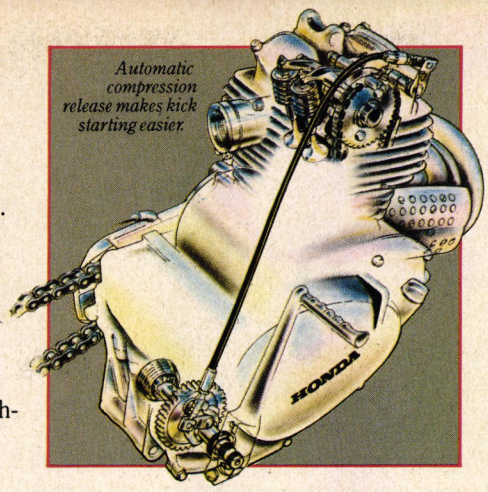


New this year, a quickly detachable rear wheel.

Which means you can make better time toward your next checkpoint.

Both use a remote aluminum body reservoir with four-way adjustable rebound damping and both offer more than generous suspension travel.

Ten inches of rear travel on the XR250R and 9.7 inches on the XR200R.



Automatic compression release makes kick starting easier.

In front, both bikes have air-assisted forks that have been beefed up to reduce flex. The XR250R fork is 37 mm in diameter and the XR200R is 35 mm.

And to reduce static friction and improve fork action, both feature Honda's exclusive dual Syntallic™ bushings.

The travel? 10 inches on the XR250R, 9.8 on the XR200R.

Everything you need to win.

This is what separates a competition enduro bike from an ordinary dirt bike.

And the XR R's from the competition.

They've all got primary kick starting as well as an automatic compression release to help save your leg muscles.

(The XR500R even has an additional manual compression release for easier bump-starting.)

This year every XR R features quickly detachable front and rear wheel assemblies.

All three have Honda's Capacitor Discharge Ignition to reduce maintenance.

The XR500R and XR250R also use Honda's counter-balancers to reduce engine vibration.

And the XR250R has a new six-speed transmission to give you the right gear at the right time while the XR200R's close-ratio six-speed has been completely reworked.

They're only gadgets until you need them.

You don't have to fix up an XR before you can win on it. Just head for the starting line.

You don't have to buy a plastic tank because the standard one is lightweight polyurethane.

You won't have to buy a competition odometer, either. Because the standard equipment is racing equipment—flex-mounted with a big reset knob you can handle with gloves on.

You don't have to wear a fanny pack for tools because there's a special fender mounted tool bag.

You get aluminum-alloy conical hubs and rims, magnesium alloy brake backing plates, reverse ball dog leg levers, a new 90° side pull throttle and the most handsome headlight/number plate on dirt.

The end of the trail.

There's only one thing left to do.

See your Honda dealer and decide which new XR is right for you.

The XR500R, XR250R or XR200R.

Each one has everything you need to win.

The rest is up to you.

XR200R

XR250R

HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road, operator use only. State laws affecting off-road motorcycles vary. XRs may not meet noise regulations in some states. Installation of high-performance parts may increase XRs decibel rating above legal levels in some states. Check local laws before installation. Specifications and availability subject to change without notice. ©1981 American Honda Motor Co., Inc.

For a free brochure, see your Honda dealer. Or write: American Honda Motor Co., Inc., Dept. 540, Box 9000, Van Nuys, California 91409.

WE TOLD YOU SO:

More Than an Excess of Eleven

Yamaha points to the turbocharged future with a limited production Eleven. BY DAVID DEWHURST

• Well, CYCLE GUIDE told you turbos were coming. And we were right. Honda showed that we were on the right track with its CX500 Turbo (CG, January 1981), but now Yamaha has proved it beyond a doubt with the unveiling of a turbocharged XS Eleven engine with electronic fuel injection at 25th anniversary celebrations for Yamaha Japan's motorcycle division. This is more than just an experiment, for the Turbo Eleven will be a limited production model in 1982. While all the Japanese manufacturers are working hard on turbocharging, Yamaha is confident that it will be the first to allow you to sample a production turbobike.

Don't think that a turbo is going to transform Yamaha's monster motor into an excess Eleven, though. Sure, the neck-snapping midrange will be stronger than ever and top-end horsepower will be there. But these were not Yamaha's primary goals. Like most of the major bike manufacturers, Yamaha sees the turbo as a way of maintaining *present* performance levels in the face of stiffening EPA regulation. Indeed, Yamaha claims that the XS1100 engine with its IHI turbo and electronic fuel injection will meet all forseeable EPA regulations without the use of catalytic convertors—and without loss of performance. And better still, it will do so while consuming less fuel. So while the Turbo Eleven's performance promise attracts your gaze, Yamaha feels that its improved efficiency will sustain your interest. Eventually, Yamaha believes that the technology will trickle down to its smaller bikes and father a whole range of turbobikes.

But right now, there are two big advantages in introducing the turbo concept with the XS Eleven engine. According to Yamaha USA's Product Planning Manager Ed Burke, the Eleven motor's large displacement solves many of the problems with throttle response and turbo lag. But a more compelling advantage is the Eleven's all-hell-let-loose image. Sheer horsepower may not be the reason Yamaha built a turbo, but it will make everyone notice that Yamaha is in the turbo business.

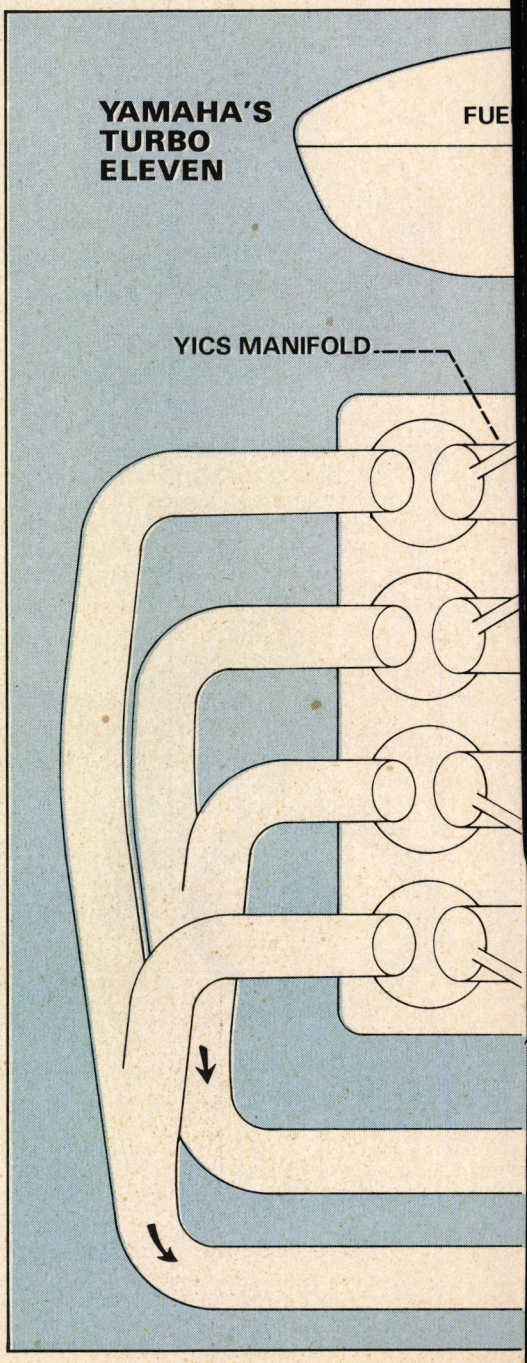
Even so, the motor's turbo insignia might be the only outward sign of anything unusual with the engine. Yamaha tried to make the turbocharger as unobtrusive as possible to improve the bike's appearance and provide rider comfort. The turbo is located almost out of sight below the right-rear motor mount. This location calls for lengthy plumbing to connect it with the inlet ports, but as Burke explains, "Moving the hot turbo away from the inlet area helps reduce temperatures that can really upset carburetion. It also moves exhaust plumbing away from the rider's legs and keeps the center of gravity low."

Where the turbo would be placed in a more conventional setup, Yamaha has affixed the air cleaner. Air is drawn through the air cleaner to the impeller. There it is compressed and forced under pressure through another long pipe to a small plenum chamber just upstream of the fuel injectors. Here, Yamaha adds to the Eleven's fuel efficiency with its Yamaha Induction Control System (YICS). YICS describes a system of small passageways that interconnect all four inlet tracts. These passageways route fuel from any closed inlet ports to the one open port, rationalizing fuel delivery. The high speed and shallow entry angle of the YICS charge also increases turbulence, improves combustion.

Many of the other aspects of the turbo system are quite conventional. Because there is no problem with intake pulsations in a four-cylinder engine with such a large displacement, the injection's air-flow meter is conventional. The turbo features an integral wastegate, although a remote wastegate with its own exhaust system was used during emissions experiments.

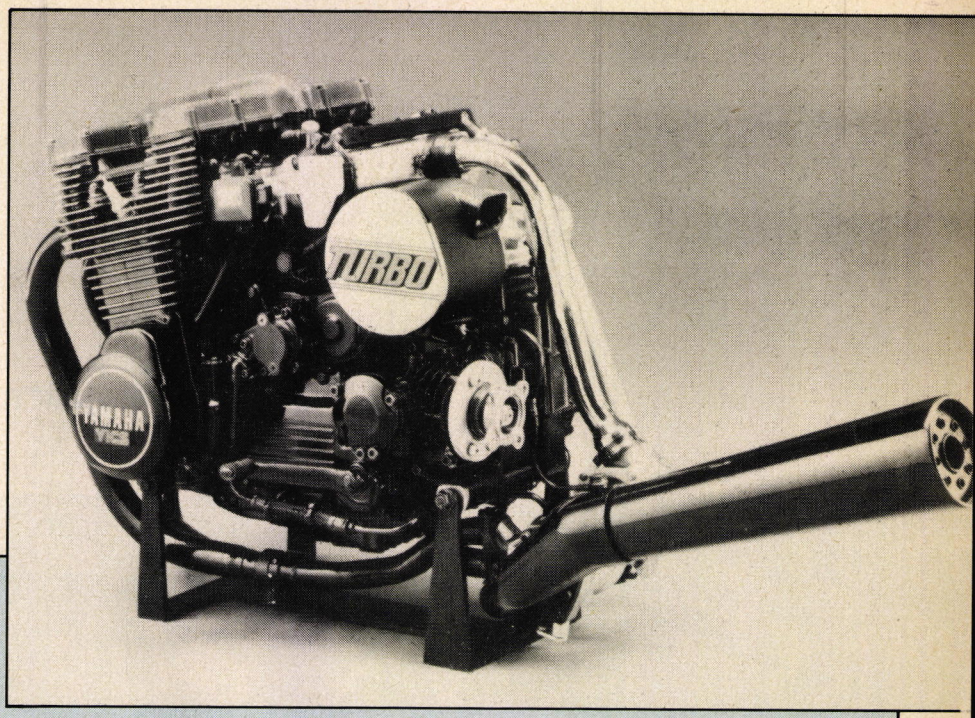
Still, Yamaha does have a novel device to overcome turbo lag. This problem occurs at low rpm when the exhaust stream is not powerful enough to spin the impeller very quickly. If the throttle is snapped open, the turbo actually restricts the inlet tract, intake flow stalls and the engine stumbles until exhaust gases speed up the impeller again. Yamaha solves this problem with a reed-valve-controlled bypass tube connecting the inlet plenum directly to the air cleaner. When the throttle is opened wide and the turbo lags behind, the sudden drop in plenum pressure sucks open the reed valve. Then the engine breathes unpressurized air just like a conventionally aspirated engine. As engine speed increases, the turbo spins faster, which in turn increases manifold pressure. As that pressure builds, the reed closes and the motor returns to full turbo mode.

In this way, the new turbo Eleven enjoys all the advantages of pressurized induction and yet performs like a stock XS Eleven at low engine speeds. If the motor works as well in reality as it does in theory, it will be very easy to ride. "That is what we have



been striving for since we built our first turbo motor for Toyota back in 1970," Burke says. "Turbos are more than just for performance, we will *need* them in the future to meet EPA demands."

Thankfully, an air-cooled engine has an emissions advantage over water-cooled engines because it runs hotter, which should insure a bright future for motorcycle powerplants. And with the addition of turbocharging, Yamaha hopes to prove that we can stay ahead of the emissions game and still have more performance than pre-EPA motorcyclists ever dreamed of. For that reason, Yamaha's 1982 Turbo Eleven should actually be a limited edition taste of motorcycling's future. •



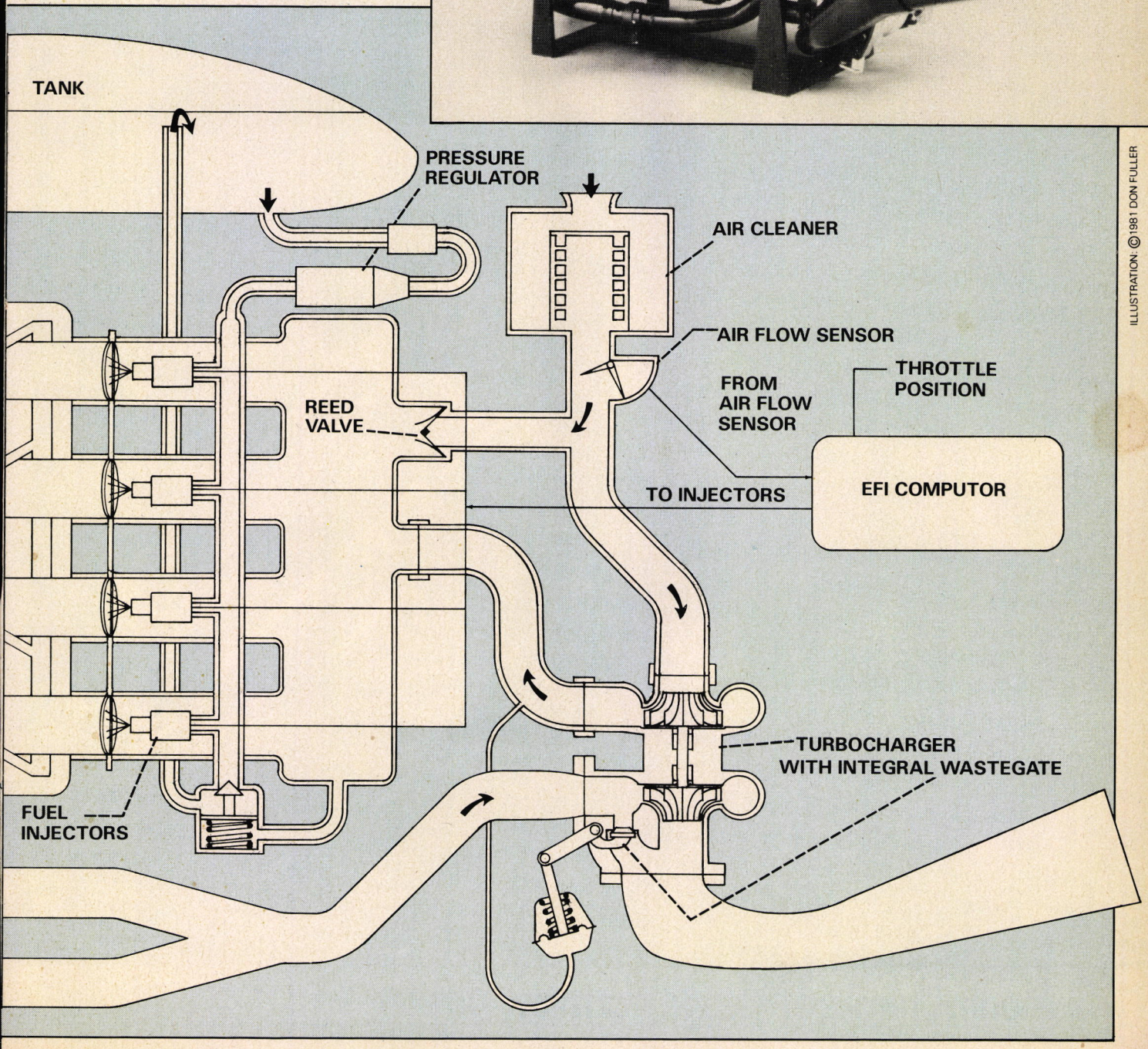
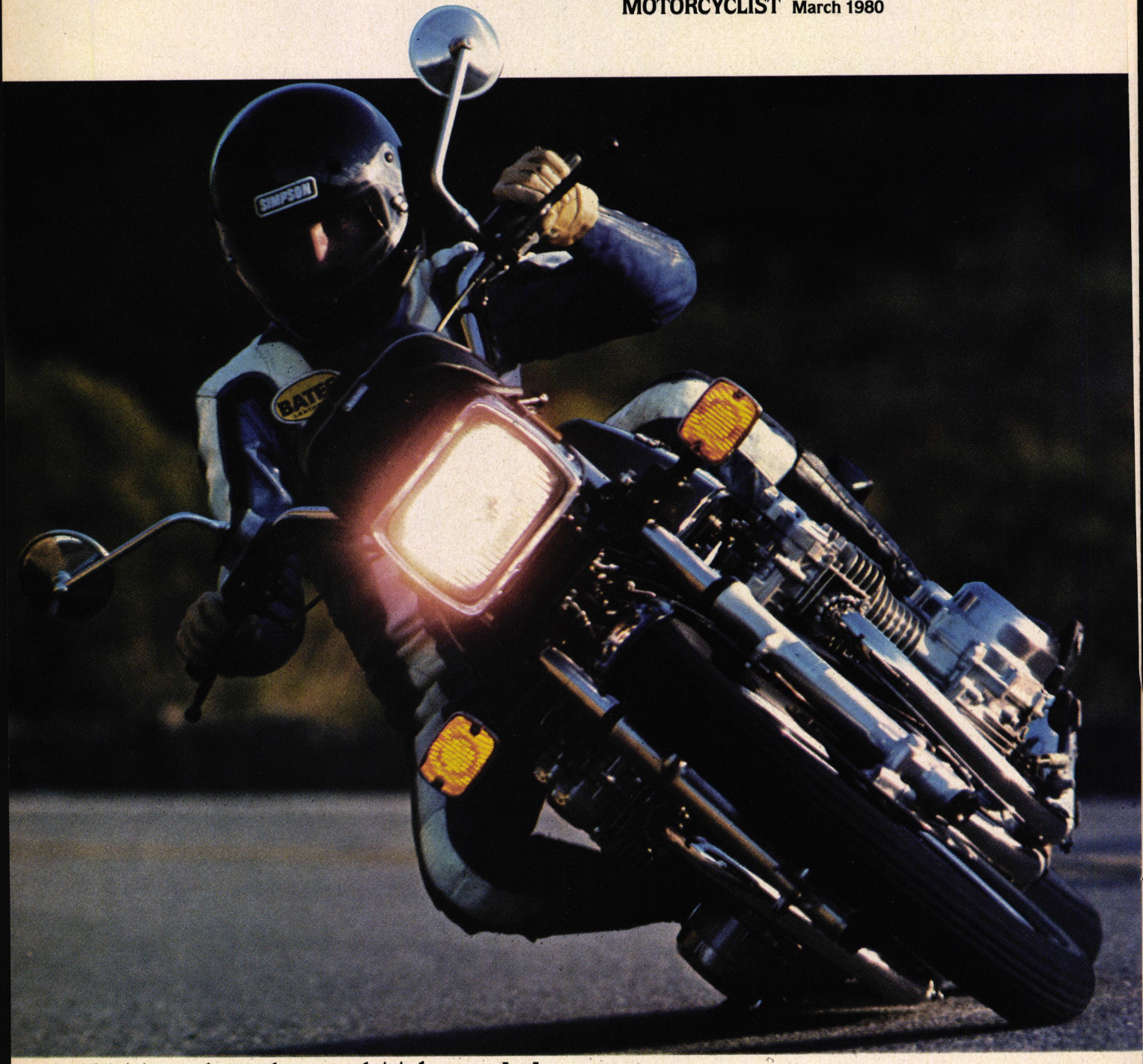


ILLUSTRATION: ©1981 DON FULLER

They

"There's a new King of Quick stalking the streets of America and it wears the name Suzuki."
MOTORCYCLIST March 1980



12-Month Unlimited Mileage Warranty

*Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki "GS Model Limited Warranty Policy" at Suzuki dealerships. A similar warranty is offered in Canada.

gave it their very bests.

"The new, 16-valve, four cylinder, DOHC Suzuki GS-1100 is the quickest and fastest 1980 motorcycle you can buy. It is the best all-around superbike in history."
CYCLE WORLD April 1980

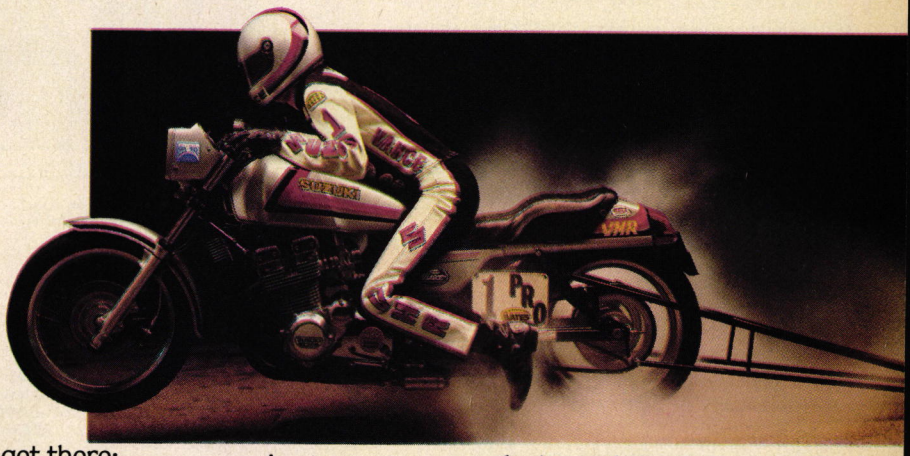
"It's the first ultra-fast motorcycle to be dead-nuts serious about nailing down the title of the Best in every important category of performance: Speed, acceleration, handling, comfort and fuel economy."
CYCLE GUIDE April 1980

"You don't open the GS-1100's throttle to get there; you give it a big twist and you are there."
CYCLE February 1980

"There are three very strong points in the 1100ET's favor for touring use; its sophisticated suspension...easy monitoring of various systems...and a powerplant capable of making child's play out of loads and grades—all requisites for a grade A touring motorcycle."
TOURING BIKE April 1980

"...it does feel faster than a speeding bullet and stronger than a locomotive."
RIDER May 1980

"...the GS-1100 has more performance than any other motorcycle sold to the public, and that makes it the best Superbike ever."
CYCLE WORLD October 1980



Actions speak louder than words.

"What can I say? With my GS-1100, I've won both NMRA and IDBA Pro Stock Number One plates. And set new national ET and miles-per-hour records in the Pro Stock Class."
Terry Vance

Suzuki 1981 The Performer.

Member Motorcycle Safety Foundation. Ride safely. Always wear a helmet, eye protection and appropriate riding apparel.

MINITEST:

Honda CM400E

Off the enthusiasts' scale into real-world transportation.

PHOTOGRAPHY © 1981 DAIN GINGERELLI

• All us true motorcycle riders know about *commuter motorcycles,* don't we? On the enthusiast's social register they're somewhere above the flu and below a runny nose. Porsche guys have to live with Pintos, even if they really don't want to and would just as soon not have to think about it. Likewise, we *real* bikers barely put up with the commuters; only grudgingly do we tolerate them sharing our pavement. Whipping past, riding our real or imagined GPz550, we glance over at some guy droning to work on a commuter motorcycle, a brown briefcase responsibly bungeed on back, and wonder what kind of nerd would buy a dumbass motorcycle like that?

That's what commuter motorcycles are to us True Bikers, all right, just dumbass motorcycles ridden by nerds.

It ain't so, though, and here's the proof to stick up your assumption: This Honda CM400E. Whether you're into clip-ons and rearsets, dressers or chopped shovelheads, you've got to admit that this E-model is pretty close to being a traditional dumbass motorcycle. It's got wire wheels, drum brakes, no tachometer, tube-type tires and a big 3.7-gallon gas tank. The 400E is certainly not the kind of motorcycle you will likely see parked at The Lookout, The Rock Store or wherever your favorite Sunday hangout may be. You'll never hear anyone bench racing a 400E. And when was the last time you can remember one featured in a Honda ad? But if you use those standards as a basis for your evaluation of the CM400E in particular, and commuter motorcycles in general, you'd miss. Because the 400E in particular and commuter motorcycles in general represent a significant segment of two-wheel life. Commuting is an important part of the American economic system because it gets people back and forth to work. Bikes like the 400E are one of the main attractions in shaking those commuters out of their pickups and seedans in a continuing effort to save as much energy and time as possible. And if that isn't enough, in addition to helping with those societal contributions, the CM400E ain't a half bad motorcycle, anyway.

Maybe that surprises you. After all, it doesn't look very exciting. In Honda's lineup, it represents the reasonable lower limit for street bikes. There are CB200Ts and CB125s, but those are a tad small for any serious distance or Interstate use. The 400E is the bottom rung on Honda's ladder for the guy who wants a cheaper way to work. It is almost specifically *not* a motorcyclist's motorcycle. Yet if what you want is a bike to save on time and money and stuff like that, it is difficult to find anything better than the 400E, because judged against its intended purpose in life, the 400E is really one terrific motorcycle.

To begin, it's cheap. Not cheap as in crummy, but cheap as in $1598 on the showroom floor cheap. That's 250 bucks less than the next lowest Honda street 400, the custom-style CM400T. Shoot, the E is custom-style too, just less high-zoot, is all. The rest of the 400 line is comprised of the more-custom CM400C, the automatic transmissioned CM400A, and the racer CB400T. With the exception of the front drum brake and the lack of an air-spring fork, the E has the same basic mechanicals as the rest. Which means, for one thing, it's just as fast. So the more you investigate the E, and the more that $1598 price sinks in, the better this bike begins to look. In fact, pretty soon it starts looking *real good,* mainly because it will do, without complaint, just about anything you ask of it, and not cost you much in return.

Pull the choke out two stops, it starts easily and will run almost right away. Once warmed up, it seems the only requirement for the engine to make torque is that it be running. The tachometer is hardly missed; there are appropriate gear range markings on the speedometer, and the two-cylinder plunker is so tractable in fifth gear you can lug it down to the first gear range and, not only will it run smoothly, but instantly opening the throttle wide results in clean acceleration with no burp or bump. Use the gearbox to best advantage and the lowly E-model will easily outrun any four-wheeler. For the beginner, the uninterested or the just plain lazy, this means a motorcycle that's easy to ride and requires a minimum of gearbox and clutch work in traffic. And it gave us fuel economy of mid-50s mpg on a new engine—and some fairly aggressive riding. Multiply that by the 3.7-gallon tank and you've got usable distance. Finally, since it goes onto reserve with about one gallon remaining, it leaves plenty to make it to work without an unplanned pit stop.

Styled in the pull-back mode, the riding position is commuter comfortable; close to the ground and good for about 30–40 miles before the onset of numbutt. However, we have put hundreds of miles on the E with no side effects that couldn't be cured by a little walkin', stretchin' and scratchin'.

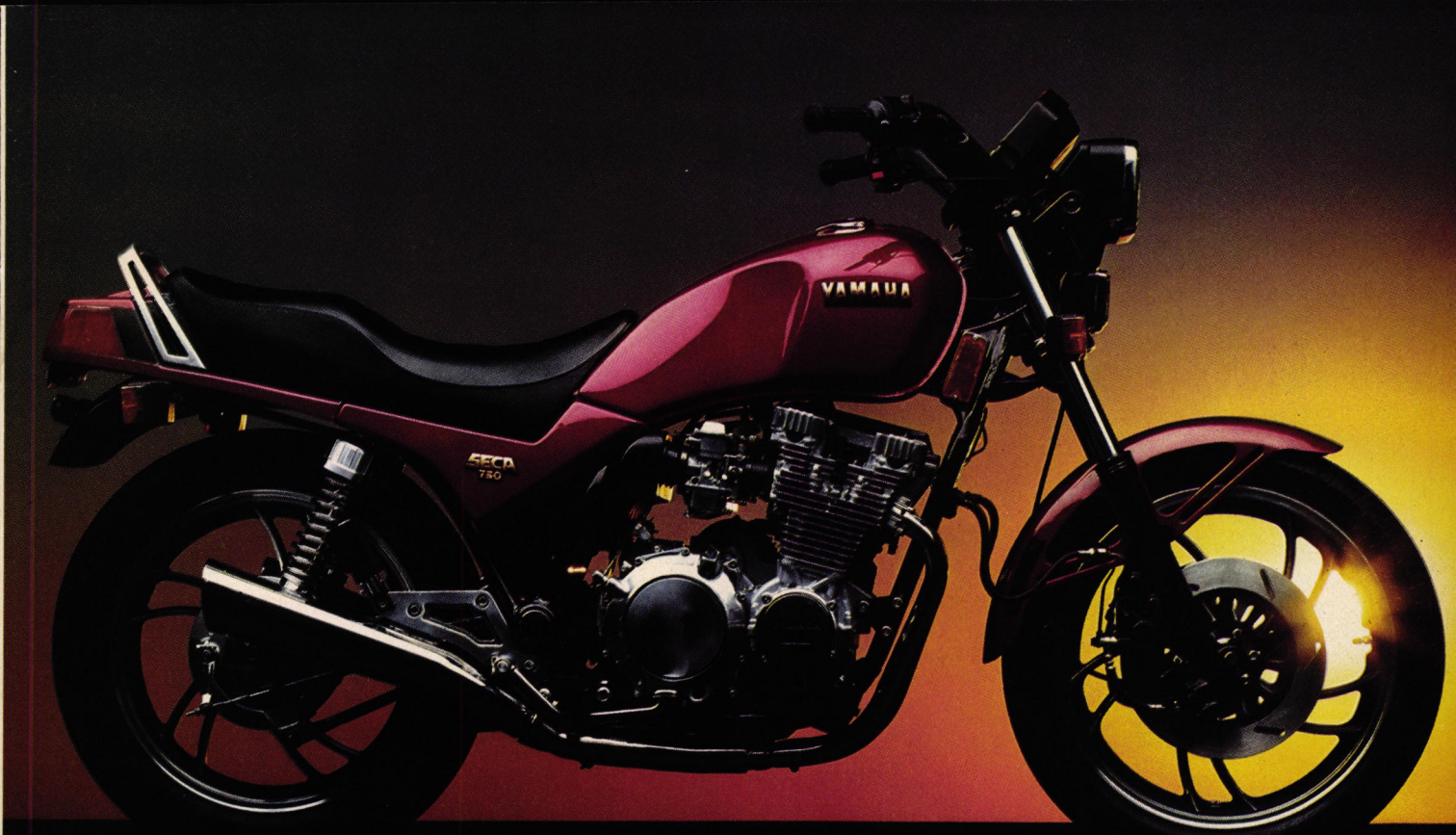
Ride and handling of the E is about what you would expect—average. So what's wrong with that? As far as the entire motorcycle is concerned, the market neither demands nor requires more. In commuting modes there is little need for a tachometer, front disc brake or air-spring fork. This is a perfectly honest motorcycle; cheap to buy, easy on gas, simple to ride and it will probably run forever. It fills the need for a competent, reliable, thrifty, brave, reverent and true piece of transportation. The CM400E is certainly not one of those dumbass commuter motorcycles, if in fact there are any. It's a real commuter motorcycle, not necessarily ridden by nerds—and a whole lot better than a runny nose.

—Don Fuller

HONDA CM400E

IMPORTER: American Honda
100 W. Alondra Blvd.
Gardena, California 90247

Category	street
Suggested retail price:	$1598
Engine type	four-stroke transverse vertical twin
Valve arrangement	single overhead camshaft, three valves per cylinder
Bore and stroke	70.5mm x 50.6mm
Displacement	395.0cc
Carburetion	two 30mm Keihin constant-velocity
Gearbox	5-speed
Front fork/wheel travel	33mm stanchion tube diameter/5.0 in. (127mm)
Rear shocks/wheel travel	4.0 in. (102 mm)
Wheelbase	56.0 to 57.0 in. (1422 to 1448mm)
Seat height	30 in. (762mm)
Weight	382 lbs. (173kg)
Fuel consumption	53 to 60 mpg (23 to 26 km/l)
Warranty	6 months/6000 miles
Available colors	black



25 YEARS OF RACING HAS HELPED US BUILD MORE THAN A REPUTATION.

THE SECA 750.

At Yamaha, we don't build great motorcycles to win races. We win races to build great motorcycles.

For 25 years, we've been very successful at it.

This year, we've done it again.

Introducing the motorcycle we've both been waiting for. The incredible new Seca 750.

FIRST TO THE FAST LANE.

As high performance motorcycles go, this one goes like you wouldn't believe.

Its 748cc in-line four is lighter than any production 750 engine. And, to the complete despair of the competition, narrower as well. With more power than you ever thought possible.

This combination of maximum power and minimum bulk further combined with an ultra-smooth, fully-enclosed shaft drive makes the Seca as near to a perfect performance motorcycle as anyone has ever come.

And, if we had stopped there, we could have taken our rightful place in the Motorcycle Hall of Fame.

LAST TO THE GAS PUMP.

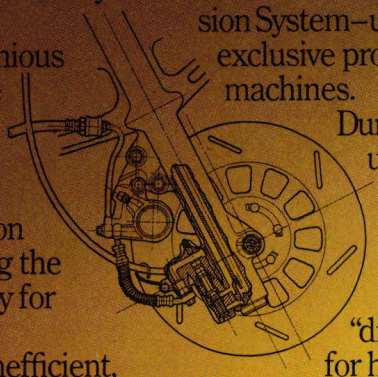
We went on to make the Seca 750 as frugal with fuel as it is generous with power. With a remarkable new development called the Yamaha Induction Control System (YICS for short).

Utilizing an ingenious system of sub-intake ports, the air/fuel mixture is literally blasted around the wall of the combustion chamber, distributing the entire mixture evenly for complete burning.

By eliminating inefficient, wasteful burning, YICS can result in an average fuel savings of 10%. With no moving parts. And absolutely no loss of power.

THE YAMAHA TRAVEL SERVICE.

When it comes to suspension travel and handling, the Seca 750 is in a class by itself. Again.



Because up front, you'll find our exclusive Anti-Dive Suspension System–until now, the exclusive property of road racing machines.

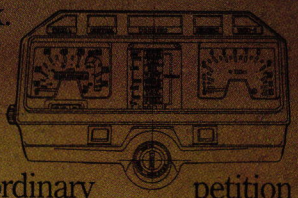
During hard braking, a unique valving mechanism restricts the flow of oil, and thus travel, in the forks, reducing front end "dive." What this does for handling–not to mention smoothness and comfort –is a revelation.

THE BRAINS OF THE OUTFIT.

After all that, it will probably come as no sur-

prise that the Seca 750 is the only two-wheeler that can think.

Thanks to the amazing new Computerized Monitoring System located in the instrument panel.



Unlike motorcycles of ordinary intelligence, the Seca sports an LCD display, connected to sensors throughout the bike, which lights up to report any malfunction in brake fluid level, engine oil level, battery fluid level, headlight, taillight, brakelight and sidestand position.

So while the competition is still out there in the 20th century, Yamaha has been busy in the 21st.

BRAINS AND BEAUTY.

Of course, it can't have escaped your attention that the Seca 750 is pretty nice to look at, too.

The trim, sculpted styling extends from the generous 5-gallon tank along the swept-back side covers, all the way to the neat tail fairing with its integrated taillight. And notice the covered handlebars.

Smooth, clear and uncluttered.

For looks, performance, handling and the sheer exhilaration of riding a motorcycle, no other bike even comes close to the Seca 750.

Except one.

THE SECA 550.

For those of you who prefer a mid-size, mid-price high-performance machine, we offer the Seca 550.

Its 528cc DOHC in-line four is actually a bored and stroked 400. So, if the Seca 750 engine is narrow, the 550 is practically invisible.

And if you remember with mouth-watering clarity Yamaha's legendary RD400, now EPA retired, you'll have some idea of the performance you can expect from the Seca 550.

The new Yamaha Seca Series for 1981.

Powerful proof that in the race to build the ultimate high-performance street machines...we won.

YAMAHA

THE WAY IT SHOULD BE.™

Rear view mirror(s) standard equipment. Always wear a helmet and eye protection.

MINITEST:

Honda CB750F

Legend for sale. Inquire within.

• To the legions of would-be peg-draggers in 1979 the message was clear: If you wanted the fastest, best-handling street 750 that money could buy, you hauled yourself down to a Honda dealer and lit out on the new double-cam CB750F. Problem solved and legend born.

1980 saw the legend continue despite stiff competition in the superbike class, as Honda took on all comers with an upgraded F. Some well-placed frame gusseting and a beefed-up swingarm that moved on needle bearings kept the F at the cutting edge of the 750cc performance picture. So last year, like 1979, if you wanted to sample the kinesthetic treats of an endurance racer in a streetable package, you still shopped Honda. Now the competition for 750-class honors is even tighter, with a wild card yet to be played by Yamaha. And as in 1980, Honda has massaged rather than remade the 750F in a bid to keep it at the head of an ever-more-sophisticated pack.

Much of that handiwork shows up in the F's front end, where Honda concentrated its efforts this year. To bring the F's fork up to 1981 spec, the stanchion-tube diameter was bumped from 35mm to 37mm, resulting in a stronger unit that is virtually flex-free. Then, to slick up the bearing surface between the fork tube and slider, dual anti-stiction bushings were added to each fork leg. Finally, the new fork was topped off by a pair of air caps connected by a balance tube.

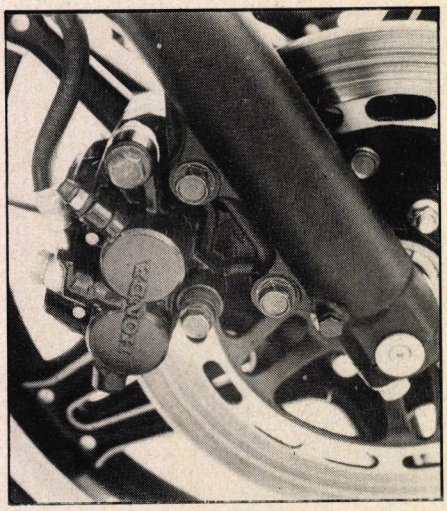
Simply strengthening the F's fork and adding air adjustment was not Honda's plan, however. In order to broaden the F's base to include riders whose primary fascination might not be scuffed boot soles or ground-away footpegs, new concessions to ride comfort were planned for 1981. Softer rebound damping rates and a switch from last year's single-rate fork springs to triple-rate springs with softer initial rates yielded a fork with far more progressive action, able to respond to small inputs while still swallowing large jolts whole.

Suspension changes at the rear were also part of Honda's plan, and last year's FVQ shocks were replaced with Honda's newer FHD shocks with one-piece bodies. All three of the adjustable rebound damping rates were stiffened slightly on the new shock, while the two-way-adjustable compression damping was left unchanged. The shock spring rate is also identical to 1980 spec, although the spring itself is now made from a new alloy. If Honda's projection that the new spring could last twice as long before sacking as the 1980 item it replaces proves accurate, our experience with last year's F indicates that the '81 model should go about 6000 miles before the rear end needs aid.

Something else that our experience with the '80 F showed was that our test bike's 524 pounds could be brought to a halt in 135 feet from 60 mph. This year's F bettered that distance by nine feet, as well as providing more feel at the brake lever for what was happening at the other end of the brake lines. Both the shorter stopping distance and the increased control when braking can be traced to the F's new twin-piston brake calipers, which are part of the package for five Honda models this year.

Using two smaller pistons placed side by side in each caliper gives the F several advantages. Since the diameter of either piston alone is smaller than that of a single piston with approximately the same area as the two pistons combined, the caliper itself doesn't have to be as deep. This allows the pistons and brake pads to be positioned closer to the edge of the disc, where their mechanical advantage is greatest. The increased leverage gained by applying the braking force at the edge of the disc is something like having the added stopping power of a larger-diameter disc without the drawbacks of added weight. And since the twin-piston caliper is not as deep as a single-piston unit, there is less chance of flex under braking loads, which leads to a more predictable feel at the new F-type's brake lever.

While the subtleties of Honda's twin-piston brake system might escape the untrained eye, the spoiler built into the F's new front fender won't. The scoop is positioned so that it ducts oncoming air right to where an oil cooler would mount—and does, on a CB900F. Even though the lipped fender actually increases air flow to the 750F's cylinder head by 10 percent, according to Honda's figures, and would account for a two-degree temperature drop on an engine fitted with an oil cooler, Honda spokesmen admit that the 750 is sporting a scoop for other reasons. First, it's there to foster identification with the CB900F, so that when it's time for a 750F owner to trade up, he'll know exactly where to go. And second, tacking the spoiled



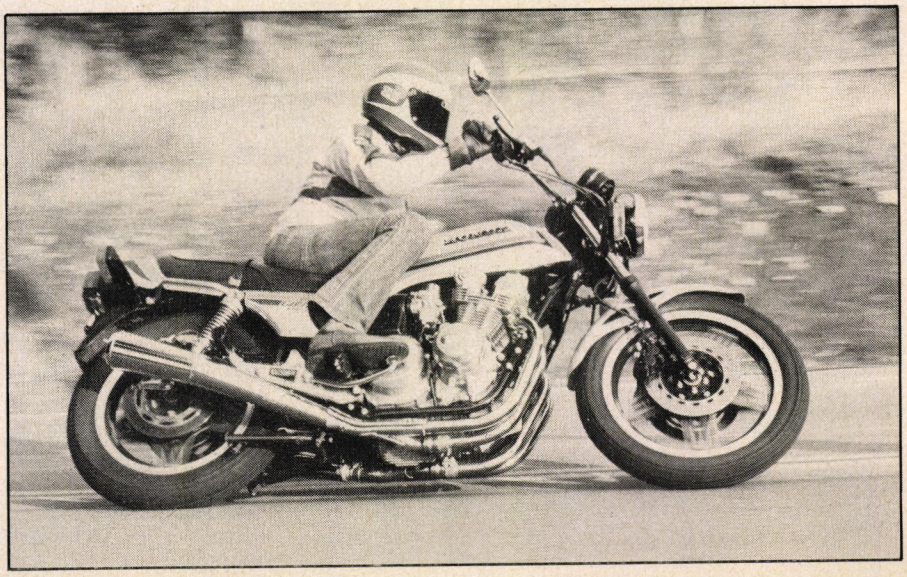
Twin-piston caliper set at rotor's edge

Better braking from applied physics.

HONDA CB750F

Importer: American Honda
100 West Alondra Blvd.
Gardena, California 90247

Suggested retail price:	$2998
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshaft, four valves per cylinder
Bore and stroke	62.0mm x 62.0mm
Displacement	748.7cc
Carburetion	four 30mm Keihin constant-velocity, one accelerator pump
Gearbox	5-speed
Front fork/wheel travel	air-spring, 37mm stanchion tube diameter/6.2 in. (157mm)
Rear shocks/wheel travel	5-way adjustable spring preload, 2-way adjustable/4.6 in. (117mm) compression damping, 3-way adjustable rebound damping
Wheelbase	59.5 to 60.0 in. (1511 to 1524mm)
Seat height	32.5 in. (826mm)
Weight	526 lbs. (239kg)
Best ¼-mile acceleration	12.399 sec., 108.3 mph (174 kph)
Top speed (calculated)	128 mph (206 kph)
Fuel consumption	43 to 49 mpg (18 to 21 km/l)
Warranty	6 months or 6000 miles
Available colors	metallic silver, black



PHOTOGRAPHY © 1981 VIC HUBER

fender onto the production 750F allows Honda's Superbike race team to run the whale tail under AMA rules.

Although the DOHC F-type has been a favorite son of canyon racers since showroom Day One, the knee-scrapers and other hangers-on haven't been entirely alone in their affection. From the start, sharp-eyed touring types were attracted by visions of frame-mounted accessories bolted around the F's flowing lines. With those touring F-fans in mind, Honda took steps that will give loaded Fs an extra measure of performance. Wider ComStar wheels were fitted at both ends of the new F, as were wider H-rated Bridgestone (or Dunlop, depending on when a given bike rolled down the assembly line) tubeless tires. The result is not simply more extruded aluminum and rubber, but a higher GVWR as well.

All the refinements that Honda pumped into this year's F haven't cut into its sporting nature one whit. Which means that since the engine, gearbox and carburetion are unchanged from 1980, once you thumb the big starter button you've got more than 60 light-flywheel horsepower connected to the throttle. Oh, you can burble around town all day without coaxing a stumble from the bank of 30mm CV Keihins, but that's almost missing the point. The F doesn't really come alive until the tach shoots past 6000 rpm and the images in the rock-steady mirrors stretch into the background.

When you launch yourself into the first corner at speed, you can sense that you're in the F's element. The conscious mind *knows* what 526 pounds of motorcycle thrown at an apex should feel like, but the subjective impression from the saddle could be anything up to 40 pounds lighter. With the fork pumped up to 17 psi and the shock preload and rebound damping jacked up, the F simply tracks around any corner, high-speed or low, sweeper or whatever. Everything you need to gouge the pavement with the peg on the right or the peg and both stands on the left is standard equipment. That's not to say that the pegs and undercarriage are unduly close to the pavement; the footpegs are actually mounted high relative to the saddle. It's just that the F is ready and willing to be thrown hard into turns without losing its composure. The impression is one of abject stability when you're heeled over and the horizon is out of shape, but body english or a tug on the handlebar make entering a mid-course correction in the F's cornering computer easy.

Any stretch of pavement, no matter what shape or length, offers evidence of just how complete a motorcycle the F has become. The sum of all the tweaking that Honda put in is a suspension that is supremely responsive to any adjustments. Drop the fork pressure to the bottom of its 11-17-psi range, set the shocks to full-soft and sit back to enjoy the scenery with a compliant freeway ride that you couldn't have gotten from any previous F.

From a double-nickel drone to some spirited Sunday-morning snaking, Honda's 1981 CB750F isn't making any apologies for its performance. But then, it doesn't have to.

—Larry Works

10,000 MILE REPORT:

Honda CB750F

Ridden only on Sundays.

• It's no wonder we kept the 1980 CB750F on hand for a 10,000-mile evaluation. When you've got an ego-booster like that around, you don't give it up lightly.

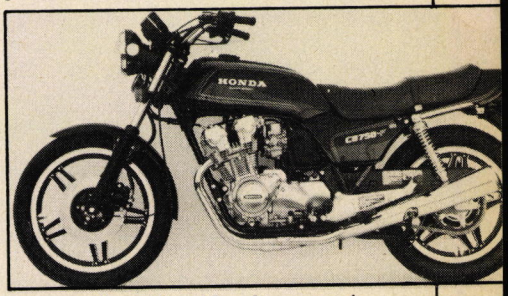
No matter how low you're feeling, you can jump into the saddle of the F-type, hit the road and become utterly convinced that you've been touched with the spirit of road-racing greatness. You're able to hold the tach needle at two o'clock without fear or guilt. The magic path to cleanly clipped apexes shimmers luminescently on the pavement. And the move from full upright to maximum tack is made with loving, slow-motion grace. The CB750F is one of those rare motorcycles that is capable of teaching you to ride better. Sure it's sensitive, maybe even high-strung. Yet that responsiveness develops your appreciation for the nuances of high-performance riding.

After 10,000 miles though, we must admit that there were times when the F-type's charms wore thin. Especially when it came to everyday transportation. The Honda requires a certain amount of commitment every time you climb aboard, and there are times when simple transportation and not speed motivates you. And that's when the long-term flaws of the '80 F-type become more apparent. Even at the best of times the ride is choppy. And after the 6000-mile mark, when the shocks began to feel a bit limp and the seat's minimal padding was more noticeable, the F-type was passed over for other motorcycles in the *CG* garage more often. Our experience with the Turbo F-type with its S&W fork air caps and Street Strokers suggests that this tendency to bound over expansion joints might be a part of the bike's basic personality, no matter how good the suspension is. While the ride can be dealt with, the noise from the drive chain and cam chain also attacks your sensibilities after a while. The vibration of the 16-valve engine plays a role here, too.

But aside from these flaws, the Honda's maintenance record actually was fairly unblemished. The stock rear tire departed at about 4000 miles (to be replaced by a Goodyear HST that proved to be very good) and the clutch became unacceptable at 6000 miles, both the result of performance testing on the dragstrip. We had the valves adjusted per Honda's maintenance schedule (the valves grew noticeably louder as tolerances increased). We think that fundamentally the Honda's valves maintain their tolerances very well, but we also believe that the extraordinary amount of time required to adjust all 16 valves sometimes makes mechanics compromise their lab technique, perhaps by failing to insure all the oil is wiped from a shim before installing it and measuring tolerances. If this should happen, the valve will be out of adjustment already. For this reason, Dennis Smith of Cycle Tune in Torrance, California, a mechanic we trust, suggests that you find the most reliable mechanic for valve adjustment you can, and consider having valve clearances inspected every 4000 miles.

Our only other problem involved a weeping valve cover gasket following the bike's second valve adjustment. Even though Honda's replaceable rubber gaskets save you a good $15 every tune-up, they should be installed as carefully as a fiber gasket. Smith insures that all surfaces are clean and dry, and then uses Yamabond or some similar high-temperature silicone to locate the gasket on the valve cover. We had our gasket reinstalled in the conventional manner and suffered no further problems.

Although we've heard tales of weeping fork seals, we didn't have a problem with our 750F. The bike once did a slow roll onto its left side, but fortunately we had no impacts on the right side. We say fortunately



because the right-side alternator is extremely sensitive to impacts. A fall from the kickstand is enough to push the alternator into the stator coils, and if you fire the engine up, you'll fry your electrics.

In the end, we were more than satisfied with the CB750F as a high performance bike. At the end of 10,000 miles it recorded a 12.64 second at 105.8 mph pass at the dragstrip and churned out 44 mpg mileage without coaxing. And the performance pays for all. Thompson installed low bars on the bike and Dewhurst immediately adopted the F as his favorite ride. It was partially because the new riding position took the sting out of his butt on freeway. But really it was because, as Dewhurst said, "Now *this* is what a proper motorcycle is all about."

—Michael Jordan

WHILE OTHERS L
KAWASAKI LOST

The KZ550LTD. Light. Simple. Nimble. Quick. Built like its cousin, the 550 Standard. A bike that Cycle World heralded as "*. . . proof that bikes don't have to get heavier and bigger to get better, and if this is the way it's going to be in the future, sign us up for another 50 years of riding motorcycles.*"

The 550LTD is 30 pounds lighter than its closest competitor, and its simple two valve per cylinder engine design delivers more net horsepower. All in all, it's a remarkably well disciplined machine.

There are other advantages to less bulk. The 550LTD's narrower, cleaner lines make it the best low rider we've ever designed.

The 550LTD has all the features you'd expect from a bike of its class. And many outside its class. Fully adjustable suspension front and rear.

cifications subject to change without notice. Availability may be limited. Mirrors included as standard equipment.
aki believes in riding safely. Check local laws before you ride. Member, AMA and MSF.

)ST TOUCH WEIGHT.

Kawasaki's exclusive Clean Air System that keeps our performance standards while meeting the EPA's. Plus, self canceling turn signals, electronic ignition and quartz-halogen headlight.

You can buy the 550LTD for its style and features. You can buy it for performance and handling. Or you can buy it for its reliability and low maintenance. But most of all, you can buy the 550LTD to put you back in touch with the true spirit of biking.

Kawasaki

Let the good times roll.

PRODUCT EVALUATION:

Roadman Street Boots

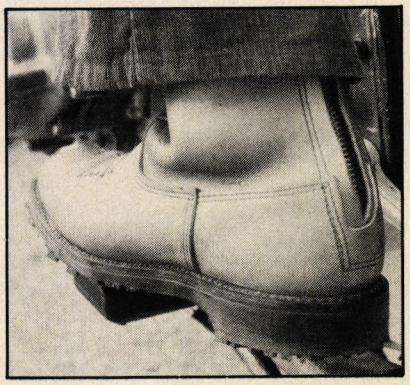
Riding to the rhythm of rubber sole.

• Consult a few different motorcycle licensing manuals and you're likely to find some fascinating and improbable tips on how to work your bike. But you'll probably also find a gem of common sense on what to wear. Nestled in between the chapters on how to flip up your sidestand and where to look for your ignition keys is usually a recommendation that you wear sturdy shoes or boots when you ride.

Any kind of protective gear makes good sense when you consider that a lot of drivers regard you as nothing more than the object ball in a game of pavement billiards. But in the area of footwear you can do better than just the governmentally suggested "sturdy shoes." Specialized footgear designed for motorcycling can provide real advantages, and it doesn't have to conjure up images of roadracy featherweights or hip-length touring clunkers. The appropriate compromise for everyday street riding can be found in Roadman's new street boots, which are at their best when they're between your feet and everything that street motorcycling throws at them.

If your criteria for "sturdy" falls anywhere short of the full-on coverage of a pair of plastic motocross stompers, the Roadman boots should qualify. Four-ounce full-grain leather in black, brown or tan makes the boots' exterior stout enough to ward off most of the abuse to your feet that street riding can occasionally dish out. At the same time, a more supple two-ounce leather lining makes the Roadmans as comfortable as any other boots in your closet. And making the Roadmans more sensible for protection is a sheet of Uniroyal Ensolite padding between the two layers of leather, with a double-thick section covering both sides of the ankle bone.

Aside from the obvious features of the Roadman boots, subtle touches point up their motorcycling intent. For example, all of the boots' seam lips aim to the rear, so the boots offer a more streamlined profile to the wind. While the advantages of wearing boots designed with a wind tunnel in mind might not spring immediately to hand, there are some. First, with the seams pointed away from the direction you're riding, there are no raised edges to catch on something coming at you. Second, any wind that might leak through a conventional leather seam will not be whistling 'twixt your toes. Third, since the boots are not waterproof, the reversed seams offer some protection from rainstorms that don't reach gullywasher proportions.



Made-for-motorcycling Roadmans

Balanced on vibration-damping dots.

Although the Roadman boots aren't designed to hold back the tides, some attention was paid to moisture, whether generated by your feet or by the weather. A Poron inner sole lets the boots "breathe" a little by wicking away any excess moisture that finds its way inside. Even when the boots are moderately wet, letting them sit overnight is usually all it takes to prepare them for the next day's ride. And if you're kickstarting that ride, another advantage shows up. A half-length steel shank buried in the boots' bottom sole lets you walk naturally while still giving you enough pure ferrous persuasion at the middle of your foot to convince the stubbornest kickstart lever to move.

Roadman boots are built around motorcycle considerations, but they are also designed to be worn. Getting in and out of them doesn't involve a five-minute ordeal of pulling, pushing and getting out of breath because of the heavy-gauge brass zipper that runs up the back of each boot. An elastic expansion panel set into the padded collar at the inside top of each boot's 10-inch-high shank also helps, and also insures a good fit around a wide variety of calf sizes. Unless you're stumping around on tree trunks you should find something to fit in Roadman's full and half sizes from 7–13, in widths D and EE.

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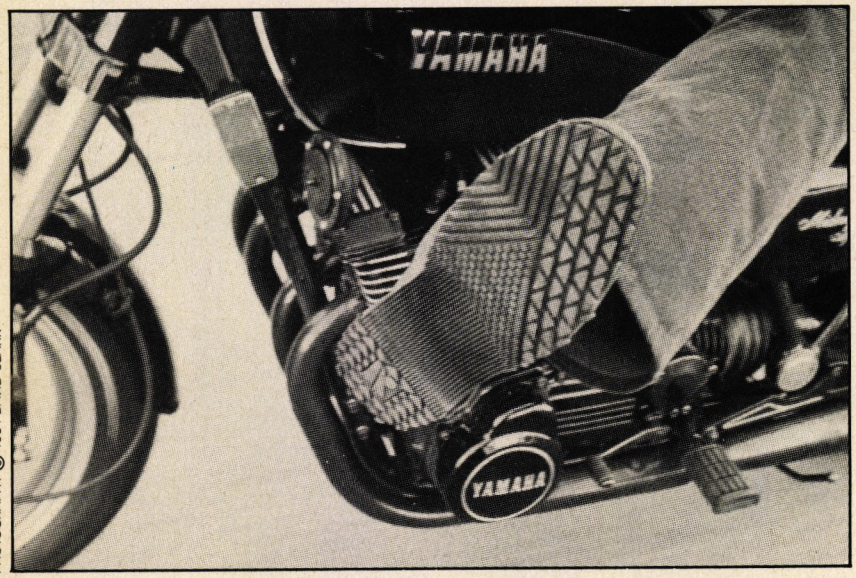
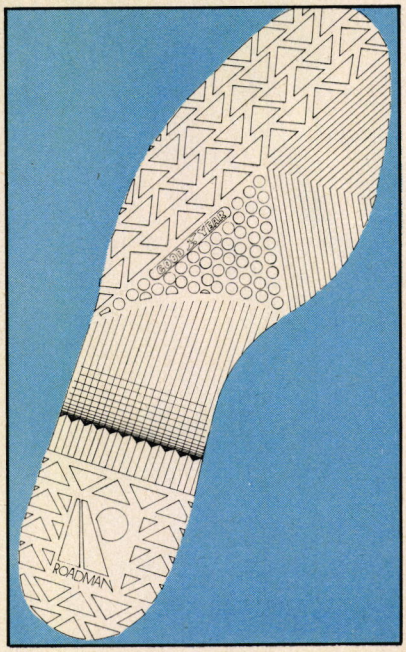


PHOTOGRAPHY © 1981 DAVID CLARK

Indy 500 compound is not solely responsible for Roadman boots' gripping story

Mixture of four tread patterns allows a soft walk with a big stick.



The story of the 1981 Suzuki Performers.

SUZUKI
44 Great

Welcome to the world of Suzuki.

On these pages, we'll tell you some things about our 1981 bikes. And a few things about us, Suzuki the company.

While the history of Suzuki dates back to the beginning of this century, our two-wheeled performance story probably best begins about 20 years ago.

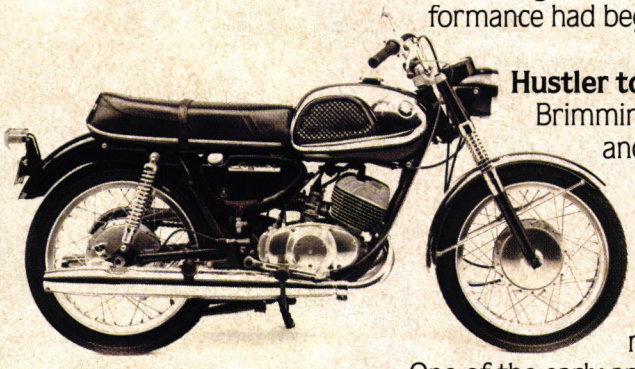
1962 to be precise.

That was the year that Suzuki won its first World Championship—the newly-formed 50cc road racing title.

In 1963, Suzuki not only captured the 50cc crown again, but the 125cc road racing World Championship as well.

Suddenly, the whole motorcycle world was talking about Suzuki and its amazing 2-stroke machines.

Our heritage of unbeatable performance had begun.



Hustler to King of Quick.

Brimming with pride and championships, Suzuki came to America in 1963 with their "amazing 2-stroke machines."

One of the early arrivals was the T20 Super Six streetbike, perhaps the quickest 250 Twin of that era. You'll recall it as the classic X-6 Hustler—one of the most sought-after 2-stroke twins in this country. (And the world.)

Much more was to follow. A unique water-cooled streetbike. An innovative rotary-powered streetbike. World Championship RM motocrossers.

Then, in the late 1970's, the mighty Suzuki 4-stroke GS streetbikes burst upon the scene. In rapid succession, the GS-400, 550, 750 and 1000 became the acknowledged leaders of their class.

In 1980, Suzuki delivered the coup de grâce: The awesome 16-valve GS-1100. Which one motorcycle magazine appropriately dubbed, "The king of quick."

In less than 20 years in America, Suzuki had become the king of performance.

Cruisers to Cafes.

So what's new for 1981? Much.

This year, you can walk into a Suzuki dealer and ride out on one of 44 different bikes.

In the streetbike lineup alone, there are 21 choices. And all are choice.

There are gas-squeezers like the one-cylinder GN-400 models plus GS-250 and GS-450 Twins.

Corner-hugging middleweights like the 4-cylinder GS-550 and spanking new GS-650.

Touring machines like the GS-650, 850 and 1000 Shafts.

Superbikes like the GS-750 and GS-1100 4-strokers.

There are a variety of low-riding cruisers in our 'L' Series. Traditional-styled bikes for the purist—namely, the new GS-450 and GS-550 'T' models. Even a cafe model with a sporty fairing.

We also make little 50cc motorbikes and a snazzy FS-50 scooter.

(Whew!) And we haven't said a word about our off-roaders!

So let's say a word.

Trails to Tracks.

Our roster of dirt and dual-purpose bikes is something to behold, too.

Behold:

Fun-loving DS trailbikes and TS dual-purpose machines for mom, pop and the kids.

Tough DR-500 and SP-500 thumpers for the experienced rider.

Competition-like RS off-road bikes for riders who like to play rough.

And, of course, flat-out 100% competition racers for folks who like to win. Like the rugged PE enduros and the new single-shock RM motocrossers.

That's what we make. Now let's talk about how we make 'em performers.

Our performance is proven by professionals.

AMA National Motocross Series
National Championship
Kent Howerton 250cc
Mark Barnett 125cc
Hangtown, CA/March 23, 1980
Mark Barnett 125cc
Kent Howerton 250cc
Saddleback, CA/March 30, 1980
Brian Myerscough 125cc
Kent Howerton 250cc
Southwick, MA/May 18,1980
Kent Howerton 250cc
Mt. Morris, PA/May 25, 1980
Kent Howerton 250cc
Atlanta, GA/June 8, 1980
Kent Howerton 250cc
Lakewood, CO/June 16, 1980
Kent Howerton 250cc
Washougal, WA/July 6, 1980
Mark Barnett 125cc
Binghamton, NY/August 24, 1980
Mark Barnett 125cc
St. Petersburg, FL/August 31, 1980
Mark Barnett 125cc
Danny LaPorte 500cc

AMA/Winston Pro National Series
Elkhardt, WI/June 1, 1980
Wes Cooley-Formula 1 GS-1000

AMA Trans-USA Motocross Series
Championship
Kent Howerton 250cc
Lexington, OH/September 21, 1980
Mark Barnett 250cc
New Berlin, NY/October 5, 1980
Kent Howerton 250cc
Braselton, GA/October 12, 1980
Kent Howerton 250cc

AMA Supercross Series
Oakland, CA/February 17, 1980
Kent Howerton 250cc
Pontiac, MI/April 27, 1980
Kent Howerton 250cc
New Orleans, LA/May 5, 1980
Mark Barnett 250cc
Kansas City, KS/May 10, 1980
Kent Howerton 250cc

World Championship Motocross Series
World Championship
Harry Everts 125cc
Georges Jobé 250cc
Holland/March 30, 1980
Harry Everts 125cc
Austria/April 13, 1980
Harry Everts 125cc
France/April 27, 1980
Eric Geboers 125cc
Belgium/June 1, 1980
Georges Jobé 250cc
West Germany/June 8, 1980
Eric Geboers 125cc
United States/June 22, 1980
Brian Myerscough 250cc Support
Finland/July 6, 1980
Harry Everts 125cc
United States/July 20, 1980
Kent Howerton 250cc
Spain/August 17,1980
Harry Everts 125cc

World Championship Endurance Road Race Series
Bold'Or, France/September 13-14, 1980
Pierre Etienne Samin GS-1000
Franck Gross GS-1000

Canadian Supercross Series
Montreal/May 31, 1980
Mark Barnett 250cc

Golden State Series
Fremont, CA/January 20, 1980
Ron Turner 125 Pro Class
Lake Madera, CA/January 27, 1980
Ron Turner 125 Pro Class
Sacramento, CA/February 3, 1980
Ron Turner 125 Pro Class
Carlsbad, CA/February 10, 1980
Scott Burnworth 125 Pro Class

CRC-DG $5,000 Motocross
Saddleback, CA/April 13, 1980
Ron Turner 125cc

CRC-Bosch Drag Race Series
Carlsbad, CA/July 27, 1980
Bob Elliot 125 Pro Class
Ron Turner 500 Pro Class

Reliability Trials (ISDT Qualifiers)
Top Qualifier 175 Class & Overall Winner
Mike Rosso
Foggy Mountain, TN/March 22-23, 1980
Mike Rosso Gold Medal & 1st in 175 Class
Jeff Fredette Gold Medal 250 Class
Drew Smith Gold Medal 250 Class
Ray Cosgrove Gold Medal Open Class
Maplesville, AL/April 12-13, 1980
Mike Rosso Gold Medal 175 Class
Jeff Fredette Silver Medal 250 Class
Drew Smith Bronze Medal 250 Class
Tulsa, OK/April 19-20, 1980
Mike Rosso Gold Medal & 1st in 175 Class
Jeff Fredette Gold Medal 250 Class
Drew Smith Gold Medal 250 Class
Ray Cosgrove Gold Medal Open Class
Glendale, CA/April 26-27, 1980
Mike Rosso Gold Medal & 1st in 175 Class
Dean Joyner Silver Medal 175 Class
Richard Zajic Silver Medal 250 Class
Ray Cosgrove Gold Medal Open Class
Trask Mountain, OR/May 24-26, 1980
John Ayers Gold Medal & 1st in Open Class
Mike Rosso Gold Medal 175 Class
Mt. Baker, WA/May 31-June 1, 1980
John Ayers Gold Medal & 1st in Open Class
Mike Rosso Gold Medal 175 Class

55th International Six Days Trial
Brioude, France/September 22-27, 1980
Mike Rosso Silver Medal 175 Class
Jeff Fredette Gold Medal 250 Class
John Ayers Silver Medal 500 Class
Ray Cosgrove Silver Medal 500 Class

AMA National Enduros
Pittsfield, MA/August 24, 1980
Drew Smith AA Class

AMA National Superbike Championship Series
National Championship
Wes Cooley-Yoshimura GS-1000
Daytona Beach, FL/March 8, 1980
Graeme Crosby-Yoshimura GS-1000
Charlotte, NC/April 20, 1980
Wes Cooley-Yoshimura GS-1000
Braselton, GA/August 24, 1980
Wes Cooley-Yoshimura GS-1000
Daytona Beach, FL/October 5, 1980
Wes Cooley-Yoshimura GS-1000

Suzuka Eight Hours World Championship Endurance Race
Suzuka City, Japan/July 27, 1980
Wes Cooley/Graeme Crosby-Yoshimura GS-1000

NMRA Drag Races
World Championship-Pro Stock
Terry Vance GS-1100
Cajun Nationals, LA/April 25-27, 1980
Terry Vance-Pro Stock GS-1100
Epping, NH/May 24-25, 1980
Terry Vance-Pro Stock GS-1100
Cincinnati, OH/June 14-15, 1980
Terry Vance-Pro Stock GS-1100
Indianapolis, IN/June 28-29, 1980
Bob Carpenter-Pro Stock GS-1100
Fremont, CA/August 9-10, 1980
Terry Vance-Pro Stock GS-1100
Atco, NJ/October 4-5, 1980
Terry Vance-Pro Stock GS-1100

IDBA Nationals
World Championship-Pro Stock
Terry Vance GS-1100
Louisville, KY/June 7-8, 1980
Terry Vance-Pro Stock GS-1100
Darlington, SC/July 19, 1980
Bob Carpenter-Pro Stock GS-1100
Cincinnati, OH/August 23-24, 1980
Terry Vance-Pro Stock GS-1100
Gulfport, MS/October 11-12, 1980
Terry Vance-Pro Stock GS-1100

12-Month Unlimited Mileage Warranty

Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki GS and GN Model Limited Warranty Policies at Suzuki dealerships. Similar warranties are offered in Canada.

Suzuki 1981 The Performer.

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Part No. 99922-81331 Printed in U.S.A.

Member Motorcycle Safety Foundation. Ride safely. Always wear a helmet, eye protection and appropriate riding apparel.

Performers.

Twin Swirls to Full Floaters.

Performance is what Suzuki is all about.

Fine. But what exactly do we mean by performance? Power? Handling? Fuel economy? Easy service?

We mean all of these things. All-around performance.

Suzuki takes it all into consideration when designing each bike. Indeed, each component.

For example, examine Suzuki's Twin Swirl Combustion Chamber engine (used on several of our street and off-road bikes).

Basically, it's a racing engine. That is, it's a compact big-bore configuration with 4 valves per cylinder. Very, very powerful.

However, Suzuki went beyond basics. And built into this design a "Twin Swirl" system that separates and precisely controls the incoming air/fuel mixture.

Result: The TSCC engine is not only powerful, it's extraordinarily fuel-efficient and clean burning.

See what we mean? All-around performance.

New-era technology abounds on every Suzuki bike. You can see it in the new "Full-Floating" single shock system used on our big RMs. Or the unique lash-free shaftdrive on our new GS-650 Shafts. Or the innovative fully-adjustable air forks found on our GS-1100.

In short, you'll see that most every part is designed to work in unison with other parts.

So the sum of the whole is all-around performance.

Sock to Stock.

On the back of this booklet, you'll find an impressive list of Suzuki race wins for 1980.

(As you will see, we really socked it to the competition.)

Much of what we learn from racing is incorporated into our stock bikes. For example, the "Full-Floating" suspension on our new RMs came from our works racers. It's just one more way Suzuki searches for that extra edge in performance.

So you see, when we win you win.

Final Words.

As you probably know, Suzuki is one of the largest makers of motorcycles on this planet.

In this country alone, there are over 1400 Suzuki dealers to serve you. And each has quick and easy access to our huge parts depots in California, Illinois and New Jersey.

So parts and a friendly hand are just around the corner. All around the country.

Suzuki the company is behind you, too. One example of that is the 12-month unlimited mileage warranty we offer with each GS and GN streetbike. It's one of the best.

We also make available through our dealers several booklets which tell you what to look for when buying bikes and how to ride them. They're free to you for the asking.

One more thing. Indeed, the most important thing.

Above all, Suzuki strives to build the safest motorcycles possible.

Please ride them that way. Safely.

Our story can be summed up in one word: Performance.

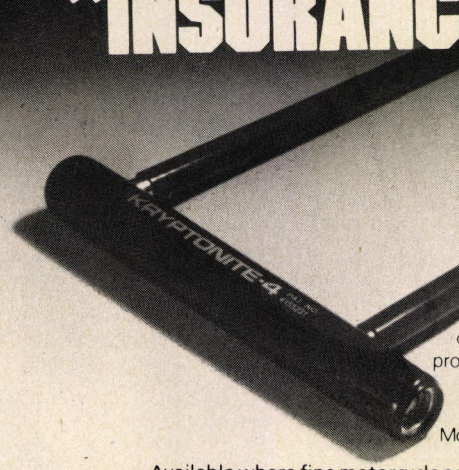
But despite all of the attention given to making the upper strong and serviceable, in spite of the care that obviously went into making the boots fit comfortably with little break-in, what you'll remember is the sole. It was designed by Roadman with the cooperation of Goodyear's technical department, and it puts these boots into the most techno-intensive category for street protective gear. The compound label is JB680, which doesn't sound nearly as impressive as it should. It's the same compound that Goodyear used for its 1980 Indianapolis 500 tires. Why should you care about Indy compound in your boots? Because, according to the Goodyear tech types, "it is the most rugged and abrasion-resistant soling material Goodyear has ever made."

But the compound is not the whole story. What emerged from two years of testing different sole designs is a combination of four tread patterns, each designed to do a different job. The triangles at the heel and outer edge of the foot are there for high traction. Everytime you plant your foot in a pair of Roadman boots, you know where that foot is going to stop, regardless of how slick or wet the pavement is. Next to the triangles are some small dots, which are there to damp vibration. They are also the main area of contact for your foot when you walk, making the Roadmans comfortable for more than just riding. From the heel to the middle of the foot is a series of longitudinal ribs whose sole purpose is to locate your foot on a peg and not let it slip off because of vibration. The ribs run up the rounded face of the heel, allowing you to rotate your ankle forward and backward smoothly on almost any kind of footpeg. Triangular ribbing at the inside of each foot affords a sure grip on shifter and foot brake.

Applying this degree of technology to a boot sole seems like overkill, but it works. For any kind of pure street riding, Roadman boots are the best on the market right now. But once you get to the point where the difference between racing and the way you ride is only a number plate, you'll be better off in a pair of real racing boots. If what you want are ground-away soles attesting to your cornering prowess, you'll be disappointed. Roadman boots don't grind away easily, and the adhesive properties of Goodyear's finest could prove a tad unsettling if it should touch down in the middle of a corner. If you do happen to wear through the sole, though, don't fret. Roadman boots can be resoled.

All this technology doesn't come cheap, but the $99 that you'll have to fork over to a motorcycle dealer to walk out in a pair of Roadman boots is a fair exchange for what you're getting. These boots are serious street protection, the best of its kind that this staff has found. And that's exactly why you'll be seeing Roadman boots in future road test photography. —*Larry Works*

THE KRYPTONITE "INSURANCE POLICY"*



The Kryptonite Motorcycle Lock is designed specifically to prevent motorcycle theft. "We couldn't file, hacksaw or break it with bolt cutters . . . ", says Cycle Magazine.**

Made with high strength alloys, it's lightweight, convenient to carry, and is covered with a rich, thick protective vinyl coating. It's easy to operate and can be installed in seconds.

Protect your motorcycle with a Kryptonite Motorcycle Lock. . . your best insurance against theft.

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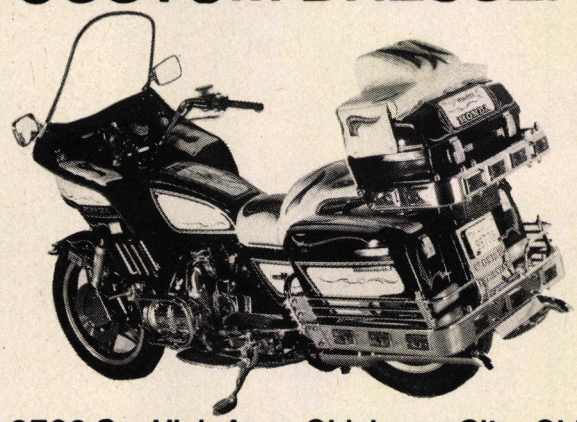

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IT GOES LIKE A S

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Last year's introduction of the Maxim 650 proved once and for all you don't need bulk to get blistering performance from a motorcycle.

Here was a 650 with the firepower of a 750 and more than a few 850's. A remarkably light, lean machine boasting effortless handling and clean, fluid styling. With a list of technical goodies as long as your arm.

LIGHTNING STRIKES TWICE.

Introducing the Maxim 550. It'll cover the quarter mile in times usually reserved for bikes 100, 200, even 300ccs larger. It's the lightest DOHC four-cylinder production machine ever made this size.

And narrow? Incredibly, it's only one-half inch wider than our own XS400 twin.

The trim 528cc four gets its potency from a hot-sparking Transistor Controlled Ignition with electronic advance and some technological wizardry called YICS —Yamaha Induction Control System.

A series of sub-intake ports literally blasts the fuel-air mixture around the combustion chamber which results in more complete combustion, more power per stroke. More efficiency, too. But with no additional moving parts.

Add a six-speed transmission, low center of gravity cast alloy wheels, and unique off-set handlebars, and the Maxim 550's lean performance package is right at home on lonely backroads.

But it's most definitely styled to attract a crowd. Upswept pipes, low two-tier seat, shapely teardrop tank, and a couple of mouthwatering colors — New Ruby Red and New Yamaha Black.

The Maxim 550 is a motorcycle with class-shattering performance, revolutionary engineering, and astounding good looks. But that's not surprising for a Maxim.

It runs in the family.

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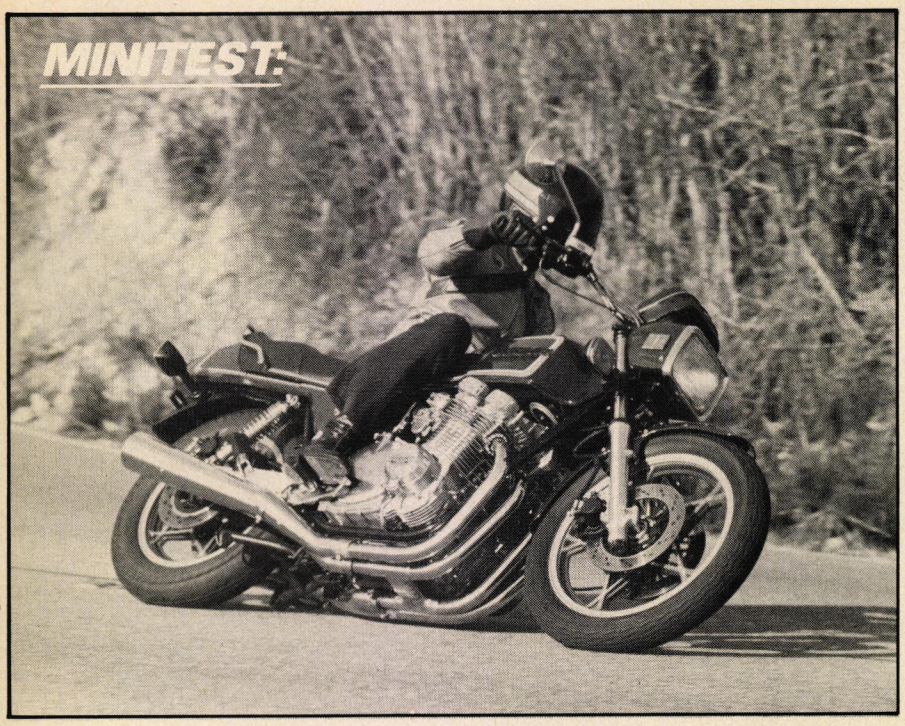
THE WAY IT SHOULD BE.™

Rear view mirror(s) standard equipment. Always wear a helmet and eye protection.



PHOTOGRAPHY © 1981 VIC HUBER

Suzuki GS1100EX

Polishing the armor on Suzuki's fiercest warrior.

• Serving on the front line qualifies as hazardous duty. And throughout 1980, Suzuki's GS1100 stood alone at the leading edge of hyperbike performance—a clear target for high-tech salvos from other manufacturers. The impending threat of the new Kawasaki GPz1100 might turn out to be a direct hit on the Suzuki, but the long list of high standards set by the GS1100 assures it will be tough for anyone to score a bullseye.

With the passing of the GS1000E, the 1100 becomes the model example of Suzuki's devotion to complete performance. The components carried over from last year's 1100 to the '81 model should guarantee this balanced approach is maintained. Suspension, both front and rear, has greater adjustability than that of any other street bike. It can deliver a cushy highway ride, racer-like stability and anything in between. The seat rivals pure touring saddles for comfort, and the engine, of course, is famous for its awesome horsepower and torque. But the 1981 GS1100 is more than just a continuation of these features. Changes have been made to prepare for the big cannons aimed at the hyperbike front lines.

Gut-wrenching power is the conspicuous part of the big Suzuki's performance. And for 1981, Suzuki has extracted a mysterious power increase from what, at first, seems to be an unchanged engine. But there is a clue.

Valve-seat cutting equipment, made for Suzuki dealers by a Michigan-based tool company, was unavailable through most of 1980. That's because Suzuki engineers were engaged in constant experimentation with seat angles in an effort to improve intake flow. These angles are particularly critical with the TSCC head design because of its modest valve lift. For '81, the engineers settled on a change in the angle of the first upstream cut (of three cuts) from 75 degrees to 60 degrees. This results in better intake charging for even more punch than last year. Indeed, bench racers are already speculating that a pass with the new valve cutters could give a 1980 mill a similar dose of extra power.

While this kind of intricacy in intake tuning might seem almost trivial, it won't go unappreciated when you ride the new GS. The 1981 version is more than two-tenths of a second and 2.8 mph quicker through the quarter-mile than last year's 1100. And that's the kind of improvement that can keep the Suzuki from becoming a casualty in the hyperbike wars. More importantly, the GS has the kind of power you can really use—it comes through in huge yet predictable doses whenever you call for it.

Other changes assure the 1981 GS won't be taken for just a replay. Last year we lamented the absence of a petcock and now one is included, with a 4.0-liter reserve. Additionally, the fuel gauge is far more accurate than before because of an improved sending unit inside the tank. These two alterations work together to give you greater peace of mind while you're consuming the five-gallon fuel capacity.

A couple of safety-related changes have been made as well. The check panel in the instrument cluster continues to monitor the battery, headlight, taillight, and brakelight. But now, instead of the warning light for low brake fluid level, you receive a red wink if you leave the sidestand down with the engine running. The front turnsignals include a running-light mode for greater visibility, and the alternator output is up slightly to cope with the added load.

This package comes wrapped in some new colors, too. Dark blue or black paint schemes make the GS seem more compact than last year, even though its size is unchanged.

Combining subtle improvements with the long list of performance credits from last year's 1100 results in a hyperbike that does almost everything well. And most of its versatility must be credited to the suspension. In the rear, the shocks offer four rebound damping positions and a five-position preload selection. The forks go even further by offering adjustable spring preload, damping, and air assist. In fact, the suspension trickery may actually go too far. The rigid chassis and box-aluminum swingarm keep the GS fairly stable even when the suspension is set for comfort over performance, and many owners will probably neglect the various adjustments rather than keep a logbook of their favorite suspension settings. Still, it's nice to have choices, and with the big GS you can pamper yourself with Interstate comfort or pump up the suspension for an assault on your favorite twisty road.

When you're really moving through corners you'll notice the GS lacks the crispness of, say, a Honda CB750F. If you combine several inputs, the Suzuki actually moves around quite a bit on its supple suspension. An abrupt throttle chop or a stab at the brakes in a turn can make the 1100 seem almost loose. But even as it is bobbing and weaving on its suspension, you begin to realize the GS is tracking around the bends with imperturbable stability. Once you have made a mental adjustment to the floating feeling, turns can be charged with confidence. Actually, the only ill effect of the compliant suspension is limited ground clearance. The centerstand and footrests find the pavement before the sticky IRC tires break away.

With your adrenaline level and the suspension settings dialed down, the 1100 becomes an Interstate wonder. The suspension works beautifully in responding to irregularities, and the engine is smooth, quiet, and relaxed. Its power makes fifth-gear passes cause for a devilish grin beneath your helmet.

Power, handling, comfort. Wide-ranging abilities are what set the GS1100 apart in the hyperbike field and, thankfully, they have all been retained for 1981. Unfortunately, a few problems have been retained as well—problems that might be the chink in Suzuki's armor.

A lot of bikes from Suzuki during the last few model years, including the GS1100, have been troubled by fussy carburetion. The 1100 warms quickly, but never seems to have its fuel-mixture thirst totally quenched, and it develops a slight stutter under very light throttle. When this combines with an oversensitive off-idle response, it gives the bike an edgy, almost uncomfortable feel in slow traffic or intricate ma-

neuvering. Your right hand soon learns to read and respond to the eccentricities of the carburetors, but a ride on any recent Kawasaki will have you wondering why such problems should exist at all. The Suzuki is so near the lean limits of carburetion that the slight, restrictive deposits left on the main jets by evaporating gas can cause variations between bikes as they come out of the crate. Last year, the throttle control problem was attributed to the newness of the engine. This year it must be attributed to neglect.

Carb problems are not the only flaw carried over from last year. GS-series Suzukis have experienced difficulties with valve-cover sealing, and our latest test bike is no exception. A dozen passes at the dragstrip had oil leaking along the leading edge of the valve cover. There seems to be a mix of opinions as to what causes this, with experienced mechanics usually blaming thermal expansion of the valve-cover gasket when the engine is really hot. This causes the gasket to buckle in or out between the widely spaced retaining bolts. The tendency to buckle is aggravated by pressure changes in the engine.

Whatever the gremlins causing the sealing problem, there seems to be a cure in a heavier and more rigid gaskets from aftermarket suppliers. Careful installation of just such a gasket (ours came from Richter Industries) cured the leak for the remainder of the test. So even though the factory has neglected the problem, you can find a fix in the accessory parts bins.

Is it fair to overlook these maladies just because the GS1100 is the finest blend of tremendous power, stable handling, and creature comfort ever rolled into one hyperbike? Well, almost. The GS has so many things in its favor that there is a tendency to forgive the flaws in carburetion and gasket sealing. But it becomes less forgivable as time passes and no cures are undertaken. Perhaps its third model year will find the 1100 charmed with attention to these troubles, and that could make the Suzuki better prepared to defend its place in the hyperbike wars. But even with a few problems, the GS1100 is still at the very front of the front line in motorcycle performance. —*Riley Tharp*

SUZUKI GS1100EX

Importer: U.S. Suzuki Motor Corporation
3251 East Imperial Highway
Brea, California 92621

Suggested retail price:	$3899
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	72.0mm x 66.0mm
Displacement	1074.9cc
Carburetion	four 34mm Mikuni constant-velocity
Gearbox	5-speed
Front fork/wheel travel	air-spring 37mm stanchion tube diameter, 4-way adj. spring preload, 4-way adj. rebound damping/5.8 in. (147mm)
Rear shocks/wheel travel	5-way adjustable spring preload, 4-way adjustable rebound damping, 4.3 in. (109mm)
Wheelbase	59.5 to 60.5 in. (1511 to 1537cm)
Seat height	32.3 in. (819mm)
Weight	538 lbs. (244kg)
Best ¼-mile acceleration	11.219 sec., 121.1 mph (195 kph)
Top speed (calculated)	140 mph (225 kph)
Fuel consumption	41 to 48 mpg (17.4 to 20.4 km/l)
Warranty	12 months unlimited
Available colors	blue or black

10,000 MILE REPORT:

Suzuki GS1100ET

Still fast after all these miles.

• Everyone knew it was fast; the question last year was, would the GS1100 *last?*

No doubt about it: Suzuki had one invincible hotrod on its hands in the then new GS1100, an utterly awesome thing that could accelerate faster by accident than most other bikes could on purpose. But there was much concern among the industry's high-tech motorheads as to how long anything so lethal could perform its 11-second quarter-mile act before the engine came unglued in a big way.

Well, not to worry. GS1100s have been out there chunking the asphalt of America's highways and byways for over a year now, and their reliability report card is all but unblemished. Most Suzuki dealerships, in fact, claim that the only mechanics in their shops who've ever even *seen* the insides of a GS1100 engine have had to do so at the factory service school. And after racking up more than 10,000 miles (10,768 as of this writing) on the GS11 we tested last April, you won't get any arguments from us. That same motorcycle has, in its one-year existence beneath CYCLE GUIDE staffers, endured at least 50 mid-11-second blasts down the dragstrip, three full days of road-racy gnashing and thrashing at Willow Springs Raceway, a number of top-speed runs on the salt flats and two hell-bent-for-leather long-distance rides. That's in addition to more day-to-day peg-dragging, wheelstanding, tire-smoking, power-shifting shenanigans than Ponch and Jon could shake a ticket book at. Yet the bike seems to be none the worse for all of that. It emits no unusual noises or plumes of smoke, and it runs and rides just as well as it ever did. In fact, it launched through the quarter-mile at the end of its 10,000-mile ordeal, just 1/100 of a second short of the E.T. it posted during last year's test (11.44 vs. 11.43), and its terminal speed was nearly three mph *faster* (121.1 vs 118.3)! Like one of John Cameron Swayze's Timex watches, this GS1100 has taken a licking and kept on ticking.

Not that our 1100 was totally problem-free; it did suffer a few failures, the two most noteworthy of which were a cam-cover oil leak and the loss of the small chromed beauty shields that cover the junction of header pipe and muffler on each side of the bike. The oil leak arrived at 8132 miles; it was the same chronic one described in the GS1100X Minitest preceding this report, just as it was fixed by the same cure: a better-than-stock gasket. Figure, then, that your 1100 probably will spring a leak in that area before the odometer hits 10 grand.

Also figure that unless you Loc-Tite the four screws that secure each beauty shield to the exhaust system, and then *check* those screws for tightness at frequent intervals, the shields will go bye-bye before long. We weren't aware of the problem until the left-hand shield parted company at around 2600 miles, so we did the Loc-Tite number while installing a new one. Still, unbeknownst to us, one of the right-side screws fell out about 600 miles later, allowing the shield to vibrate until it cracked and dropped off at around 3700 miles. By the 7100 mark, the left shield did likewise.

Other than that, though, any mechanical attention given to our GS1100 was purely of a routine-maintenance nature. We replaced the Bridgestone rear tire at 5254 miles, which at first may seem like a ridiculously short distance for an over-$100 chunk of V-rated rubber. But go back three paragraphs and you'll read why this particular tire was so short-lived.

There were, of course, the usual oil/filter changes (four of them, and only once did a quart of oil have to be added between changes), sparkplug renewals (three sets—one that was really *needed* and the other two for race-prepping prior to a track-testing session), valve adjustments (also done three times, but only once were any valves in need of readjustment) and carb synchronization (twice checked but found to be spot-on both times). The final-drive chain called for adjustment four times in the 10,000-mile period; and although it has grown to be rather noisy during application of power, there appears to be another 5000 to 7000 miles left in it.

Same goes for the clutch: three freeplay adjustments, which is exceptional. There have, admittedly, been a few reported instances of clutch failure on GS1100s, but invariably they have been traceable to an extenuating circumstance—such as the bike having been fitted with a drag slick and used in quarter-mile competition.

It would seem, then, that the GS1100 is virtually bulletproof—at least as far as major failures are concerned. God knows, we *tried* to break our bike by thrashing it to within an inch of our lives (and driver's licenses), but it never missed a beat throughout the entire year. And that makes us feel good. Because we've gone on record as claiming that the 1100 is probably the best-performing all-around hyperbike ever built. But now any questions about its reliability have been erased. —*Paul Dean*

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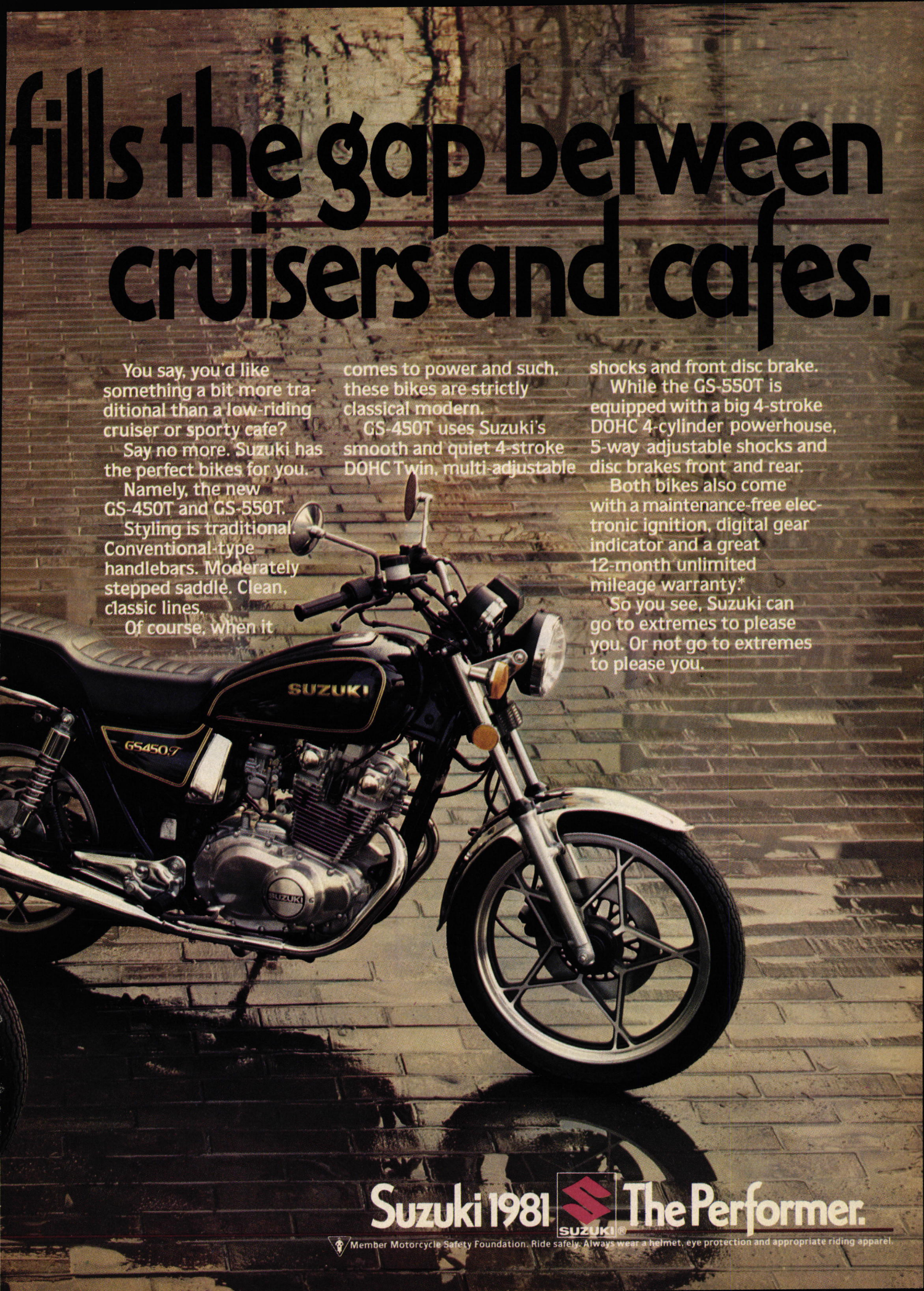

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TRACK TEST:

Honda CR125R

Pro-Link suspension brings the red waterpumper to a boil. BY DAVID DEWHURST

Honda has performed a brilliant magic trick with its new CR125R. And as with the best magic, most likely you missed what really happened when Honda pulled its new waterpumper from the corporate top hat. You no doubt noticed the twin black radiators and the finless, red cylinder barrel—but that's where you were fooled. While you were distracted by what looks like a radically new engine, Honda performed the real magic with the Pro-Link suspension.

So cleverly did Honda complete this illusion that many people still believe that a water-cooled motor is the CR125R's new secret for racing success. But if you believe that, you could be disappointed. Beneath the CR motor's factory-bike appearance lurks last year's production engine, unchanged apart from its red water jacket.

Yet the new CR can be ridden faster than any previous eighth-liter Honda—and that is no illusion. You see, thanks to its Pro-Link suspension the CR125R can be ridden harder, faster and longer than any 125 MXer we have tested to date.

Honda's new Pro-Link chassis transforms the CR so magically that it is hard to compare it with previous models. In fact, the new chassis is as different from the previous CR as the motor is similar. The core of the new package is a single, remote-reservoir Kayaba shock with four positions of rebound damping. The key to the way the shock works, however, is a simple cast-iron link connecting the bottom of the shock to the extruded aluminum swingarm. This linkage gives the rear suspension truly rising-rate springing and damping. During the initial millimeters of rear axle travel, the shock compresses easily at a ratio of 4.5:1. As the rear axle moves upward, the shock compresses at a decreasing rate until the leverage ratio is 1.6:1 at the end of the axle's movement. So the first inches of suspension travel are very soft, becoming progressively harder as the suspension compresses.

This engineering theory translates into magical reality on the track, where the Honda glides over rough terrain like no other 125 before it. Actually, the first thing you notice is that even short-legged riders can reach the ground when they climb into the CR125R's saddle, despite the 11.5 inches of rear wheel travel. That is because the soft initial wheel rate permits the rear end to sag a distance that amounts to one-third of its total travel. This same soft

PHOTOGRAPHY © 1981 DAVID DEWHURST

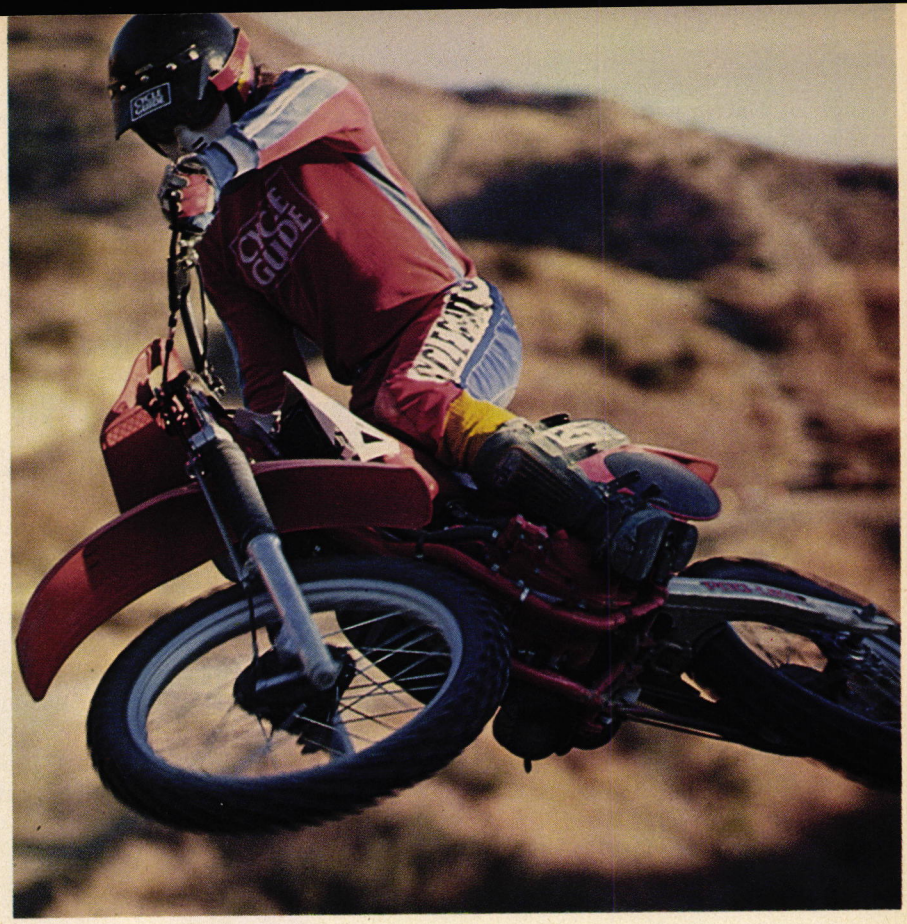
springing and damping allows the rear wheel to follow small ripples on the track like a magnet. Even over the tiniest bumps, the CR's rear wheel moves fast enough to stay on the ground. Better still, the Pro-Link has strong enough legs to support you when you get out in the deep stuff beyond Turn Three. Whether the obstacles are rolling whoops or big sharply-edged craters, Pro-Link seems to have the answer. It makes any track feel like nothing more than dirt-covered foam rubber.

Proof that it is the rising-rate aspect of Pro-Link and not just the location and size of the shock that gives Honda an edge over other brands in rear-suspension action comes in a comparison of the CR125R with Kawasaki's latest KX125. The KX has a single shock mounted vertically behind the engine and it too works on the swingarm through a linkage system. But even though the Kawasaki benefits from the same reduction in unsprung weight and lower center of gravity as the Honda, its Uni-Trak feels harsh in comparison to Pro-Link. That is because Pro-Link effectively has a broad range of spring rates to cope with different obstacles, while the Uni-Trak on the KX125 has only a single rate suspension. Also, Pro-Link uses the rising rate of compression damping to further cushion the bumps, something that straight rate suspension systems do not do.

In view of all these Pro-Link advantages, it is remarkable that the CR125R's new front fork is not overshadowed. Honda has abandoned Showa for Kayaba front suspension units this year and at last it has a fork that really works. In fact, the CR's air-spring unit has been so carefully dialed in that on the rare occasions when the CR's suspension bottoms, both front and rear do so at the same time. That is not only an indication of how well the Kayaba fork works but also an illustration of how well balanced the CR's suspension is.

Honda's new suspension for the CR125R is *so* well balanced, in fact, that it is hard to do anything wrong while you are riding. Even when you do finally get yourself all crossed up, the suspension will save you. At first the suspension's ability to absorb punishment, with a resulting insulation from the ordinary traumas of the track, makes the CR feel slow—but it is not slow. Actually, the CR is competitively fast. There are two main reasons. First, the suspension affords terrific traction. And second, the suspension lets you ride harder than other bikes in the rough stuff.

Right off the line, the CR squats down and takes a big bite of the track thanks to the soft initial travel of the rear suspension which permits a lot of weight transfer to the Bridgestone M22 tire for more traction. And because the wheel follows the ground so precisely from that point on, the rear tire rarely loses its bite. So not only acceleration is improved, but braking and jumping too. Pro-Link absorbs so much of the impact as you slam into a jump's take-off ramp that you are not thrown as high into the air. So when you leave the ground, your trajectory is low and fast. Still, you can almost get into trouble if you are not prepared for this additional traction on jumps. If you leave the gas on as you launch off the crest, you might find the rear wheel touching down and hooking up while other bikes are still in mid-air. The CR jumps quickly into action even though you may be looking for a brief second of airborne relaxation.



The primary benefit of the rear suspension, though, is the fact that the CR never stops racing hard. Over the roughest straights or out of the slickest turns, the little red Honda races forward at warp speed. And thanks to the combination of a short wheelbase and steep steering head angle, the CR will also handle the slow stuff pretty well. Last year's YZ125G probably was more nimble in the turns, but considering the additional weight high on the bike thanks to its twin radiators, the Honda does a good job. And the CR won't be alone in packing that extra burden near the steering head this year, either. The '81 YZ will carry a radiator there too, which could well narrow the cornering gap.

Honda certainly could not have mounted the radiators any higher on the CR125R than they are right now. Their location ahead of the gas tank also contradicts Honda's policy of mass centralization—that is, its practice of locating as much heavy hardware as close as possible to the bike's center of mass to improve handling. But Honda engineers maintain that mounting the radiators behind the steering head was the only way to insure protection from flying rocks and to keep the radiators clear of mud.

Unfortunately, we discovered that even such a high and remote position does not give the radiators total protection. The steel screen attached to the fork legs in front of the coolers bounces up and down, providing little shielding from rocks. Also, the individual steel screens covering the front of the radiators themselves leave the corners of the coolers exposed. During our first ride, the corners of both radiators were dinged by rocks. There were no leaks, but one big rock seemingly could do it easily. One Honda spokesman suggested that a spare radiator would be a sensible thing to take racing. But that is an expensive luxury that few can afford and even fewer would need if better protection had been designed. You certainly should look for a way to improve the protection offered. Also, you might even replace the angled number plate (designed to permit

Continued

cooling air to reach the radiators), because the stones that miss the radiator seem to be deflected by the plate's sloping surface right into your face.

To be fair, of course, vulnerability is a common problem with any radiator cooling system, and not just those found on CRs. Even so, the second that the 50/50 blend of water and anti-freeze drains away, the water-cooled CR loses its one big advantage—the ability to run longer without a loss of power due to overheating. And with the CR, cooler running really is the only advantage to the new engine configuration. Honda engineers believe the popular notion that watercooling permits the design of more radical motors should be quashed as a myth. They have left the internals of the CR125R engine virtually unchanged this year. There is nothing more radical to the package than a new exhaust, a redesigned carburetor and a new ignition advance curve. Three different gear ratios also are fitted to make best use of the slightly revised powerband.

A micrometer shows that the four transfers, booster transfer and exhaust cut in the steel liner are exactly the same shape and size as those in the liner of last year's engine. Even the tolerances between piston and liner are unchanged. Apparently, the sole benefit from water-cooling in the CR is the careful control of those tolerances.

Honda's engineers claim that after 20 minutes of hard racing, an air-cooled motor might lose as much as 30 percent of its horsepower through expansion and distortion of the cylinder barrel, which lets the horsepressure leak away. Watercooling, they maintain, reduces these losses to no more than eight percent. The only trade-off is the vulnerability of the radiator, for a comparison of last year's CR engine with this year's shows that the popular belief that watercooling adds weight is unfounded. The new finless engine is actually four pounds lighter than last year's. And when you add the weight of the 950cc of coolant and two aluminium radiators into the equation, the overall weight difference is minimal.

Honda's CR125R also proves that watercooling can be simple. In fact, the only mechanical addition to the engine is a gear-driven impeller in the drive-side primary case which acts as a water pump. Spinning a little slower than crank speed, the tiny pump sucks water from the radiator and pushes it past the ports and into the cylinder head. From there it is piped into the base of the right-side radiator, across the bridge at the filler cap into the left radiator, and then back to the pump.

In every other respect, the CR125's engine will look completely familiar to riders of last year's bike. Thanks to its awkwardly placed right-hand kickstarter, the CR still isn't the easiest bike for short-legged riders to fire up, but the new Mikuni-replica Keihin carb does help to clean up the bike's starting act. Honda claims greater adjustability and better flow for the new carb, and both seem to be true. We needed to adjust the jetting by raising the needle all the way and dropping the pilot jet from a 72 to a 65. But once adjusted, the carburetor worked just fine and delivered very clean response.

Unfortunately, smooth carburetion is not matched by the smoothest of powerbands. Thanks to a different exhaust and ignition advance, the engine revs a little higher and produces a little more peak power. But it does so at the expense of low end power. As a result, the engine feels pipier than last year—which won't bother the pro but could trouble the novice. At least the clutch and gearbox are very easy to use, so with plenty of footwork the motor can easily be kept perking. And when it is on the boil, the little CR is pretty fast, certainly faster at high revs than last year and probably fast enough to keep up with its watercooled opposition.

But do not think the bright red watercooled engine is suddenly going to put you in victory circle. For three-lap dashes, the new engine will probably be at more of a disadvantage than last year's air-pumper. The narrow powerband makes the difference. The real gain this year is for those who race longer and harder than most riders. Then watercooled stamina makes a very real difference between first place and second place. That is because Honda thinks watercooling is not a way to gain power, but rather a means of maintaining what you already have.

And that is why the new CR125R is faster than any previous 125cc Honda MXer. Now it begins each moto with a healthy amount of power that keeps its potency right to the checkered flag. But most of all, the new suspension lets you use all that power for a full 40-minute moto. So it is only in long motos that the new CR's factory-bike illusion turns into racetrack reality. Only if you can ride long, hard and fast will you recognize the real edge that the new CR provides. Only then will you realize the source of the magic. Because, as with any such magical trick, the individual elements are not important—the overall result is. •

Charting the Changes

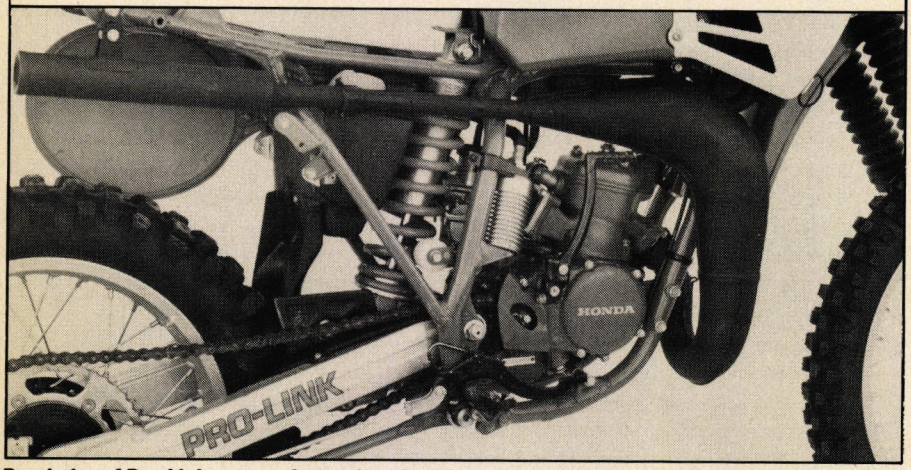
Engine: New internal ratios for first, second and third gears. New primary drive ratio. Gear driven water pump feeds water-cooled cylinder and head. New ignition advance curve and redesigned exhaust for more power at high rpm. New 34mm Keihin carburetor.

Chassis: New single downtube semi-cradle design. One degree shallower head angle, and 8mm more trail. Wheelbase is two inches longer.

Suspension: Pro-Link rear suspension gives 17mm more travel. Kayaba fork replaces Showa with one millimeter larger stanchion tube diameter.

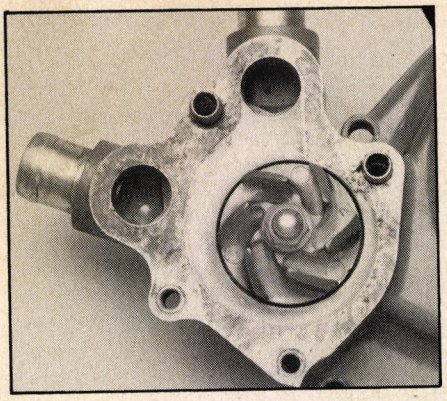
Tires: Front tire changes from an M23 to an M27 Bridgestone.

Details: Total weight increases by 8lbs. Twin aluminum radiators mounted ahead of gas tank. Side pull throttle and short dog-leg levers. New pivot seals exclude mud from kickstart and folding end prevents damage to new shift lever.



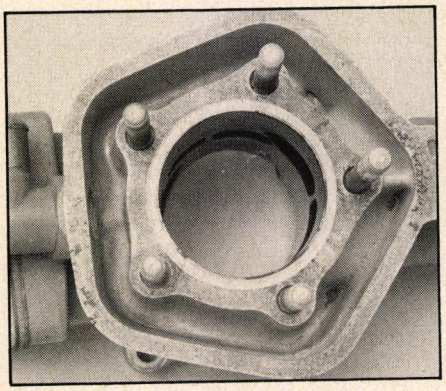
Proximity of Pro-Link suspension and engine shows evidence of mass centralization

Making motocrossers easier to handle with help from Father Physics.



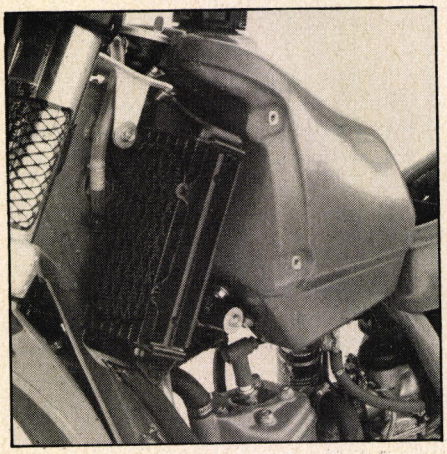
Crank-driven Prestone pumper

Fresh coolant every five seconds.



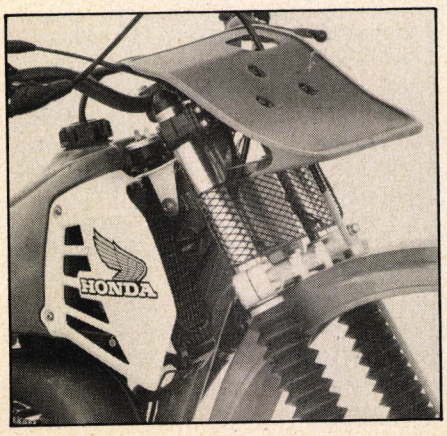
Large bathtub surrounds '80-style ports

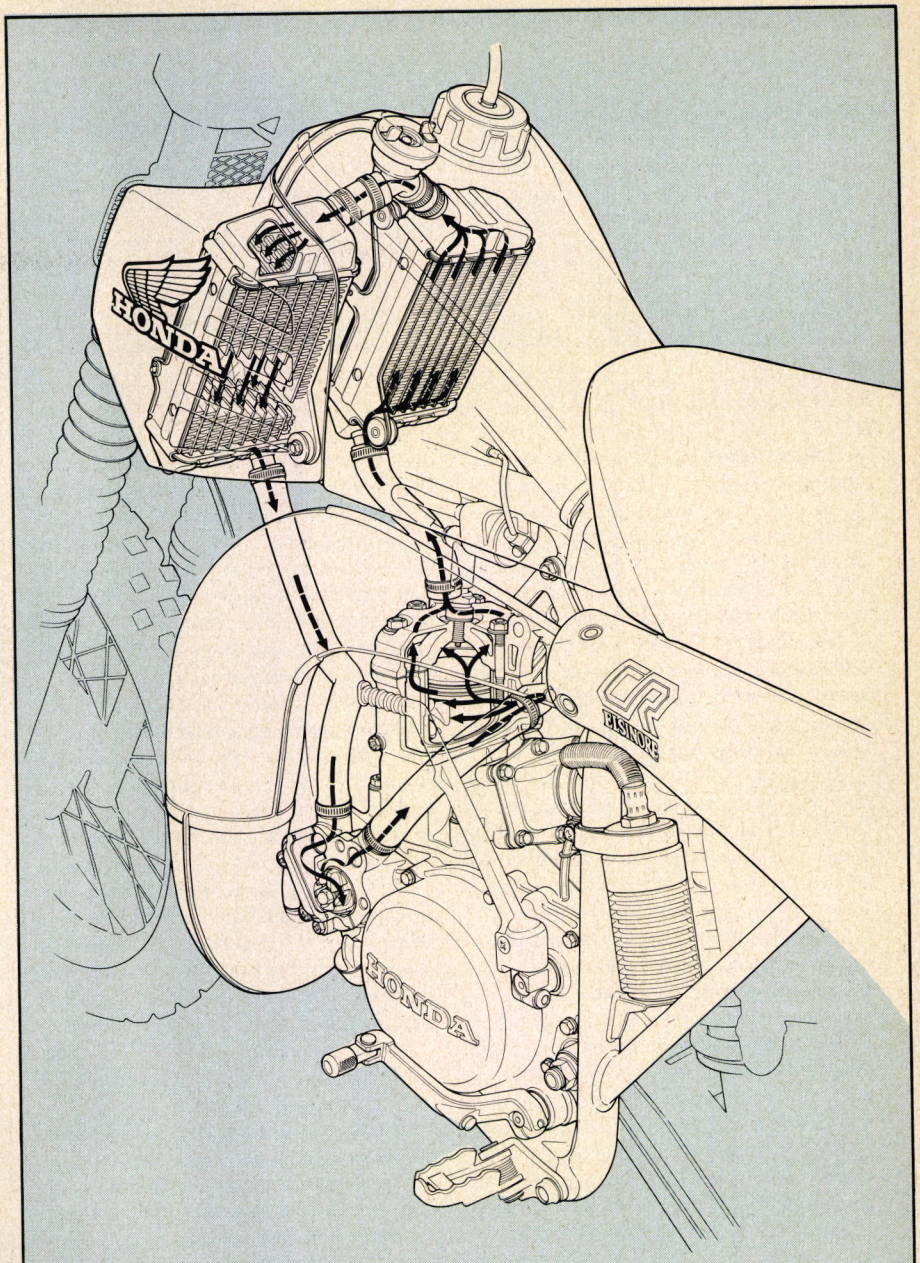
Honda's into hot tubs.



Air flows beneath plate to twin coolers

Reshaping the gas tank for a lower cg.





Radical as the new CR125R engine looks, Honda's watercooling system actually is very simple. Indeed, only a small gear-driven waterpump and two radiators separate this engine from that of the previous small CR motor. Yet these few changes have a considerable effect. The illustration of the CR250's watercooling system shown here provides a good reference for our purposes.

The primary advantage of watercooling lies in the controlled cooling of the cylinder barrel and head. The circulation of the 50/50 blend of water and antifreeze—which prevents oxidation of the aluminum—begins when the impeller sucks water from the radiator and pumps it into the rear of the barrel. Then the coolant circulates into the cylinder head.

Once it has passed through the motor, the coolant is piped to the base of the right-hand aluminum radiator. It is forced through the cooling core and across a pipe into the left-hand radiator. From there, it is sucked into the crankshaft-drive waterpump again.

The CR125R engine contains only 950cc of coolant pressurized to 12 psi, but at 10,500 rpm the tiny pump circulates all that liquid every five seconds. That is sufficient to reduce power loss through heat distortion by as much as 22 percent. And that, however you look at it, is a radical improvement even with so little complication.

Continued

PHOTOGRAPHY ©1981 JIM GIANATSIS

Finding the Factory Team Edge

• Honda's new CR125R could be ten seconds a lap faster if you follow the factory-team advice of Donnie Hansen's tuner, Brian Lunniss. That extra speed won't cost a penny either because, as Lunniss explains, the race team edge comes from careful preparation and not just expensive parts.

In fact, tightening bolts, checking oil levels and cleaning air filters is the most important part of preparation. The fastest bike in a race cannot win if it does not finish. That is a truism that many riders forget.

Even more riders assume that a production bike in a crate will be set up perfectly for them. That is as unlikely as you beating Roger De Coster. Each model is only suited to an average-weight rider racing averagely fast on an average track. And if you're Mr. Average, you may not be interested in working for that extra ten seconds a lap.

Lunniss suggests that the less-than-average rider start first by dialing in the motor as soon as it is broken in. Carburetion is the area that will need work, even if it feels all right. To avoid confusing what is right and wrong, Brian suggests that only one item be changed at a time. He also suggests writing down every move in a logbook so that you can backtrack if things go wrong.

Mainjet settings are probably the easiest to correct. A plug reading will give a rough guide, but small changes from what appears to be correct could unearth a few more horses. The thing to remember is always try richer jetting first. Otherwise you possibly could fry your motor.

Tape marking quarter- and half-throttle openings on the twistgrip will help you check pilot and needle settings. Again, always try going richer first and be careful how lean you go. Our own bike needed the stock mainjet, but worked best with the needle raised as far as it would go and the pilot jet dropped three sizes, to a number 65. Conditions may vary for you, but this gives an indication of how much carburetion can be improved.

Suspension, too, is never perfect for everyone. The Pro-Link CR works particularly well when set up correctly, and the factory team has one strict rule to follow: Spring preload is critical. When you sit on your bike, the rear end should compress one-third of the total wheel travel. This setting is a constant, and as the spring sags with age you should make weekly corrections to maintain this figure. Lunniss recommends that you first extend the suspension fully and measure from the axle to a point on the fender. Then take the same measurement with the suspension fully compressed. Then you can readily measure the one-third mark for regular checks.

Front suspension should match the rear end, otherwise the bike will handle badly. A rough check is to jump on the footpeg and see if front and rear ends compress at roughly the same rate. As with carburetion, suspension changes should only be made one at a time. First set the rear spring; it should bottom no more than twice a lap. If it does, go to a heavier spring, but always keep the preload setting the same. Then alter the damping and use a stopwatch to check for improvements.

Forks, too, can drastically effect handling. Too little air pressure may cause the fork to dive, and too little oil may cause bottoming. Both should be altered to find the best result. If you have been carefully writing every change down you will be able to return the bike to stock condition, and you may find you fooled yourself. Your "improvements" may actually have made the motorcycle worse. Never be afraid to make changes—or admit mistakes.

Even careful gearing changes can improve lap times. Again using a stopwatch, try different rear sprockets at your local track to find a combination that improves your times. And if, as often happens, you end up with gearing that is still a tad tall for the slowest turns, you can try the factory-team trick of leaning out the pilot jet a fraction. That will sharpen slow-speed response and compensate for the tall gearing. The reverse may also help provide traction on slick tracks. As Lunniss points out, many riders jet the CR so weak that it becomes very pipey. Sometimes a slightly rich pilot jet makes the motor more tractable.

Subtle changes like these can make all the difference in a close race. And while you may not gain a full ten seconds a lap, this bit of factory-team preparation will certainly give you a racer's edge. —*David Dewhurst*

Ride Review

• As changed in specification as this bike is from its predecessor, not to mention its ancestor with the 23-inch front wheel, I like it more than other 125s for the same reason I've liked the whole second generation of Honda CR125s, including the model with the 23-inch front wheel: It's easy to ride. It might be pipier than last year, but the power still comes on with perfect predictability. And the wheelbase might be longer, but I can still stick out a Malcolm Smith and pivot on a dime.

Again and again, I return to this theme of "easy to ride," and with good reason. It applies to 125s perhaps even more powerfully than big bikes. And this notion of friendly ridability has nothing to do with long motos and rough tracks and that sort of thinking. The fact of the matter is, I can go faster when I devote my modest powers of concentration to the terrain—and the riders ahead—instead of the motorcycle I'm aboard. Everyone who's felt that sudden change in attitude from thinking about riding to thinking about *racing*, knows what I mean. The Honda lets me span that gap quicker than any other 125 motocrosser. And that gives me an edge over all you humpties out there wondering what gear you should be in for the next corner or whether the next set of whoops are going to buck you off. —*Michael Jordan*

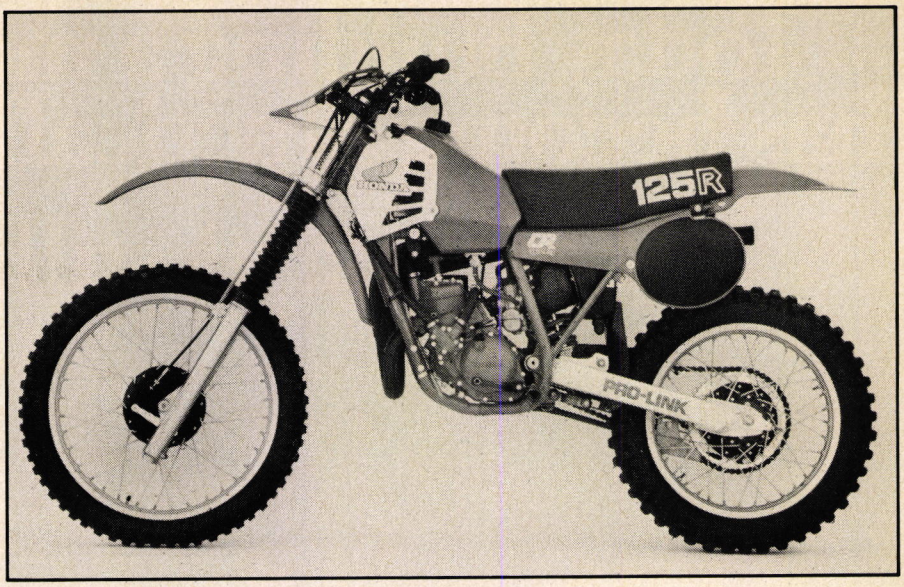
• There's no doubt in my mind that the CR125R is the niftiest 125cc motocrosser I've ever ridden. But I have to confess that power-wise, it fell a bit short of my admittedly high expectations.

You see, according to all of the hype that preceded this year's crop of motocrossers, watercooling was going to work wonders for small-bore bikes. The more-even distribution of engine heat made possible by the circulation of cooling liquid was supposed to usher in a new era of truly radical cylinder porting and, thus, brutally powerful new motors. That's why I expected the Honda to be a mind-blowing 125 that would fire from corner to corner as though equipped with afterburners.

But that's not how it happened. Okay, so the new CR *is* the fastest 125 we've ever tested—*that* only required that it be just a little faster than last year's aircooled CR. I admit this new one is pretty damned quick—and it will be that way at the end of the moto as well as the beginning—but I still can't hide my disappointment.

I guess the issue here is whether my sights for the CR's performance were set too high, or Honda's too low. Whatever the case, I'm not lowering mine until after I've tried *all* of the 125 waterpumpers. One of them just might be the rocketship I've been expecting. —*Paul Dean*

Honda CR125R



SPECIFICATIONS:

Importer: American Honda
100 West Alondra Blvd.,
Gardena, California 90247

CATEGORY: motocross

SUGGESTED RETAIL PRICE: $1525

ENGINE

Type ..... two-stroke vertical single
Port arrangement ..... one reed-valve-controlled intake, four transfers, one booster transfer, one exhaust
Bore and stroke ..... 55.5mm x 50.7mm
Displacement 122.7cc
Compression ratio (corrected) 8.2:1
Carburetion ..... one 34mm Keihin
Air filter ..... washable foam element
Lubrication ..... pre-mixed fuel and oil
Starting system ..... kick primary
Ignition ..... internal-rotor magneto CDI
Charging system ..... none

DRIVETRAIN

Primary drive ..... straight-cut gears; 3.313:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #520 chain (5/8-in. pitch, 1/4-in. width) 13/51 3.923:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.42	31.41	2.4
II	2.00	25.99	2.9
III	1.61	20.94	3.6
IV	1.35	17.54	4.3
V	1.14	14.76	5.2
VI	1.00	13.00	5.8

SUSPENSION/WHEEL TRAVEL

Front ..... air spring, 38 mm stanchion tube diameter/10.6 in. (269 mm)
Rear ..... 4-way adjustable rebound damping/11.5 in. (292 mm)

BRAKES

Front ..... drum, single-leading shoe
Rear ..... drum, single-leading shoe, rod-operated

TIRES

Front ..... 3.00 x 21 Bridgestone M27
Rear ..... 4.00 x 18 Bridgestone M22

DIMENSIONS AND CAPACITIES

Weight ..... 213 lbs. (97kg)
Weight distribution ..... 46.7% front, 53.3% rear
Wheelbase ..... 56.5 to 57.3 in. (1435 to 1454mm)
Seat height ..... 37.5 in. (953mm)
Handlebar width ..... 32.5 in. (826mm)
Footpeg height ..... 16.3 in. (413mm)
Ground clearance ..... 13.1 in. (334mm), at engine cradle
Steering head angle ..... 29.5 degrees from vertical
Front wheel trail ..... 4.8 in. (123mm)
Frame ..... tubular chromoly steel, single front downtube
Fuel tank ..... plastic, 1.7 gal. (6.6l)
Instrumentation ..... none

PERFORMANCE

Top speed (observed) ..... 68 mph (109 kph)

WARRANTY: none

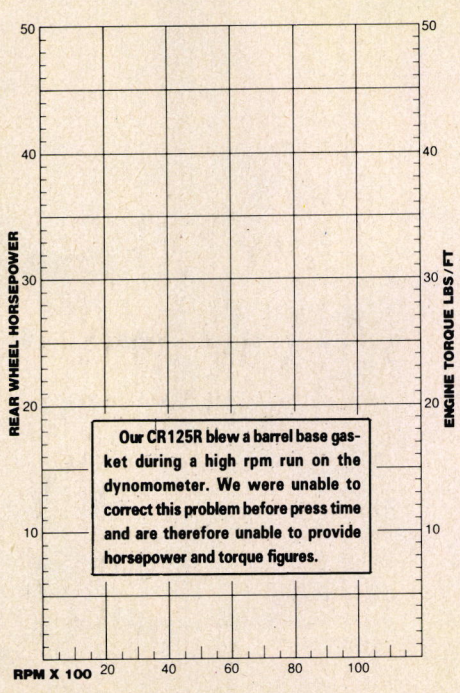
AVAILABLE COLORS: red

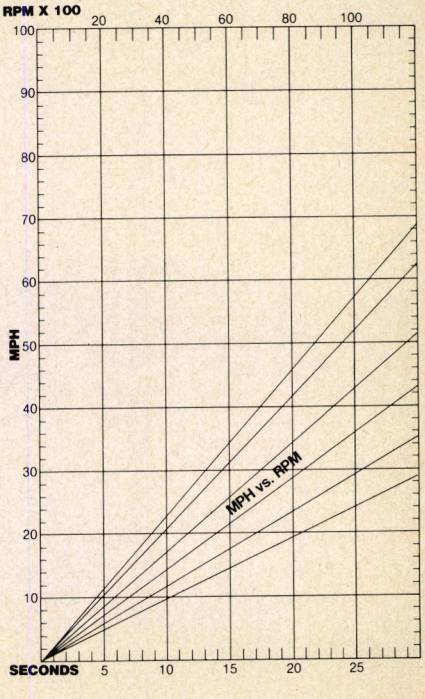
All weights and measurements are taken with machine unladen and fuel tank empty.

COMPARATIVE TEST DATA:

Make & Model	Horsepower	Wheel Travel Front/Rear, in.	Weight (fuel tank empty), lb.	Weight bias Front/Rear percent	Transmission, number of speeds
Honda CR125R-'81	NA	10.6/11.5	213	46.7/53.3	6
Honda CR125R-'80	20.8	11.5/10.8	202	45.8/54.2	6
Kawasaki KX125 A7	20.9	10.4/11.3	207	48.0/52.0	6
Suzuki RM125T	19.8	11.2/11.7	200	47.0/53.0	6
Yamaha YZ125E	15.9	9.3/9.1	198	48.7/51.3	6
Husqvarna 125 CR-'80	18.8	11.8/11.8	214	43.9/56.1	6

PERFORMANCE:





Today, building a motorcycle has become practically a science.

At Honda it's still an art.

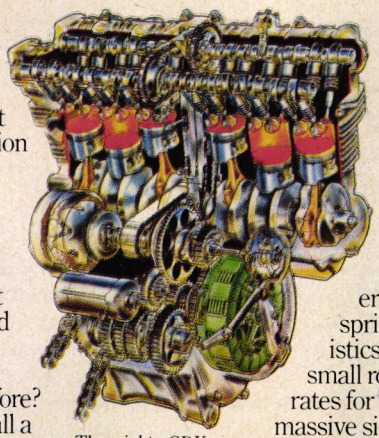
Art?

From the highest of the high tech motorcycle companies? Creators of the Pro-Link™ suspension. Winners of five consecutive European endurance road racing championships. Current Manufacturer's Champion in both American and World open class motocross competition.

Well, what would you call the sculptured form you see on the left hand page? What would you call a machine that takes sport touring to a place it's never been before?

What would you call a motorcycle as breathtakingly beautiful yet technologically sophisticated as the 1981 CBX?

Most likely, you'd call it art.

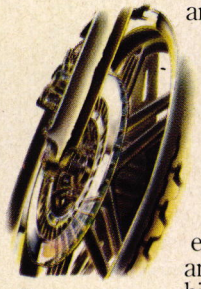


The mighty CBX six-cylinder engine.

How poetry in motion gets moving.

At Honda, form without function is not considered a virtue. High-performance machinery is built to do just that—perform. Then it is styled to look good doing it.

So beneath the sleekly flowing lines of the CBX is everything you would expect in a high performance sport touring bike. And considerably more. Six, count 'em, six cylinders.



Stainless steel, internally ventilated front disc brakes.

Each with a four-valve Pentroof™ combustion chamber for high combustion efficiency. That's twenty-four in all, in case you're counting valves, too.

Each cylinder is fed by a 28 mm CV carburetor. An accelerator pump aids smooth, no lag acceleration. Ignition is low maintenance transistorized.

And the mighty double overhead camshaft engine exhausts through mighty impressive six-into-two high performance pipes with interconnected chrome megaphone mufflers. For increased mid-range power.

The power that puts the sport in sport touring.

Anything as beautiful as a CBX deserves special handling.

An engine as technologically advanced as a CBX deserves nothing less than the very latest in sophisticated suspension.

The Pro-Link™ suspension system.

A result of Honda racing technology, Pro-Link suspension delivers truly progressive spring and damping characteristics. Low initial rates for small road irregularities. Higher rates for bigger bumps. The massive single shock is both air assisted (with a low pressure warning light) and adjustable with three distinct rebound damping settings.

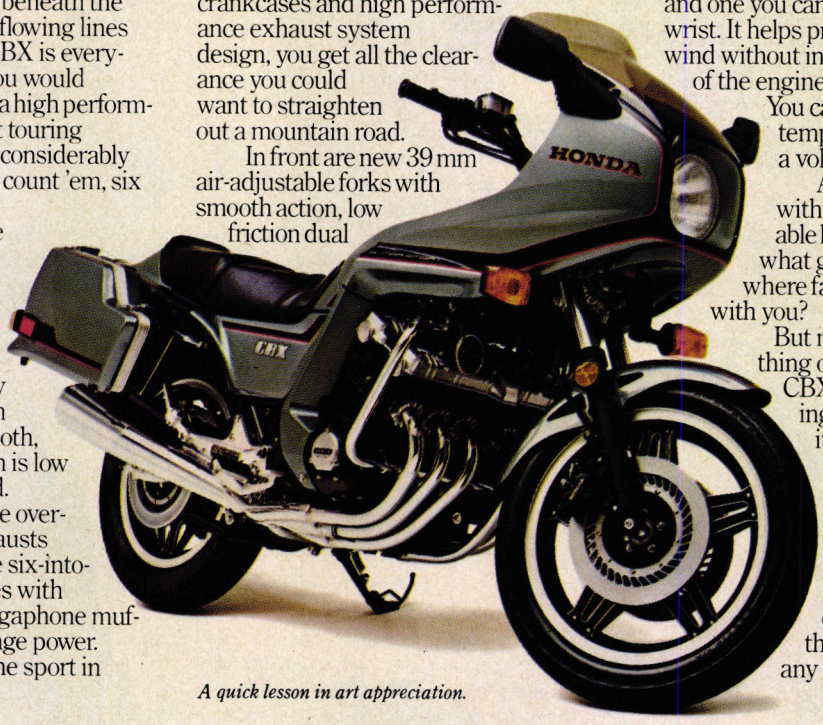
The large extruded aluminum alloy swing arm pivots on ball and needle bearings for long life.

And the unique design of the Pro-Link system allows it to be mounted low in the motorcycle, lowering the center of gravity and improving mass centralization. But don't be mislead, lower c.g. doesn't mean less cornering clearance for the CBX. With its beveled crankcases and high performance exhaust system design, you get all the clearance you could want to straighten out a mountain road.

In front are new 39 mm air-adjustable forks with smooth action, low friction dual Syntallic™ bushings. A new frame design utilizes different steering head geometry and decreased trail.

The rubber on the road is V-rated, tubeless and wrapped around wider-than-ever, highlighted aluminum alloy ComStar™ wheels.

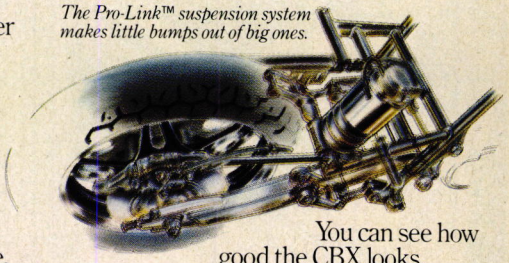
And for the very important part of going, stopping, new stainless steel, internally ventilated disc brakes. A Honda exclusive with new twin piston calipers.



A quick lesson in art appreciation.

Now for the most beautiful part, the beautiful part.

The Pro-Link™ suspension system makes little bumps out of big ones.



You can see how good the CBX looks.

But what's really beautiful is that all those handsome pieces aren't just there for looks.

The sport touring fairing was designed with an air spoiler for both rider comfort and aerodynamic efficiency. It has one storage compartment you can lock, and one you can open with a flick of the wrist. It helps protect you from the wind without interfering with the cooling of the engine.

You can order options like an air temperature gauge, altimeter, a voltmeter and a quartz clock.

And the CBX even comes with color matched, detachable locking saddlebags. Because what good is getting somewhere fast if you can't take anything with you?

But maybe the most beautiful thing of all about the 1981 CBX is that it is a piece of rolling artwork. Who knows, it may even appreciate in value as you appreciate it over the years.

But whether it does or not, you have the security of knowing that there's one thing you can do with this piece of art that you can't do with any other.

You can ride it.

HONDA

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TUFF-ONE NYLON
SPROCKETS & KITS
The TUFF-ONE Nylon Sprocket is made of DuPont ZYTEL ST which is stronger than other nylon sprockets and is lighter than steel or aluminum. Quiet running, the TUFF-ONE increases chain life. Available in individual rear sprocket or matched kit with steel countershaft sprocket and self-lube chain.
MOTORCYCLE
Cruise Control
Reduces hand fatigue. Installs in minutes using existing handlebar grips. Made of heavy-duty black nylon.
NEP SALES
NEP SALES, INC.
Quality Motorcycle Products
3439 Ocean View Blvd.
Glendale, CA 91208
Phone: (213) 248-8402

PRODUCT EVALUATION:

The Leatherworks Saddlebags

For packing all you need on the Chisholm Trail.

• Hold on thar, pard. Ya say them sissy-looking plastic travel trunks and saddlebags add too much bulk to yer steed? Well, here's somethin' that'll give yer pony a bit o' freedom: saddlebags from The Leatherworks.

Now, you don't have to be a rough-talking moto-cowpoke to use The Leatherworks pouches. Although they're like something you'd see in an old grade-B Zane Grey Theatre episode, they look stylish on just about any motorcycle. I use mine on those international runs from Orange County to CYCLE GUIDE, since they fit most of the bikes I ride.

The Leatherworks bags mount atop the seat or rear fender. In some cases they'll even fit beneath the seat, so you can leave the bike unattended and not worry about theft—other than the valuables inside the pockets, which have only two brass buckles cinching them closed.

The bags are constructed of Latigo leather, which is processed so the hide remains thick and relatively stiff. Naturally, the benefit of stiffness is that the bags hold their shape even when empty, so they don't flap in the breeze. And two tie-straps secure the pockets to the bike's frame.

The pockets are constructed of eight-ounce leather, and have a single-piece bottom section with inner stitching on the sides. The gusset strap connecting the two pockets is made of five-ounce leather, so it's flexible enough to fit most any seat's contour. Heavy-duty brass rivets are located at all stress points of adjoining leather pieces, including the center of the two-piece gusset strap. The pockets have rivets at all corners, and each buckle strap is riveted in place.

But more to the point, these 20th century Pony Express bags can carry the mail. There are two sizes available, medium (12″ x 10″ x 4″) and large (14″ x 12½″ x 7″), in black or brown. I used the medium-size bags, and they hold quite a bit of luggage.

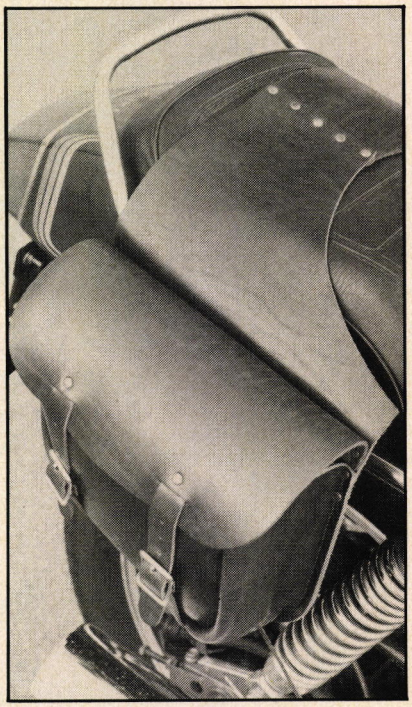
My longest trip with the bags (time and distance) was a week-long run to and from the Bonneville Salt Flats aboard a GS1100 hotrod. Cargo consisted of two pair of Levi's, four pair of socks, Fruit of the Looms and a spare sweater. My toiletries, camera and tennis shoes rode space-available in a separate backpack bungeed to the rear seat.

Although The Leatherworks bags are versatile and hold a sizeable amount of cargo, they are not waterproof. Which is to be expected—after all, they are leather, not waterproof polyurethane. Waterproofing calls for a little personal craftiness: I use plastic bags, which I pack full with gear, then insert them inside the saddlebags.

The Leatherworks bags may be simple in design, but options are available. For instance, you can get the brand name of your motorcycle stamped on the cover flap at no extra cost. Or you can order them with laced flaps, which does nothing to them functionally, but adds dimension—at an additional $18. The medium bags sell for $96.75 and the large go for $127.05. The Leatherworks is located at 350 Coogan Way, El Cajon, California 92020. The phone number is (714) 442-9651.

Soft leather bags are also available from the Leatherworks, but I prefer my brown Latigo leather pair because of their firm support. I use them even in place of detachable plasticware simply because I'm like that moto-cowpoke we talked about earlier: I don't like my steed bogged down with fancy contraptions that are more trouble than they're worth. Just give me a bike, these bags and some bucks to travel with.

—Dain Gingerelli



Pony Express rides again

Hey, Wild Bill, wait for me!

High powered thumper.

Suzuki has brought an all-new 4-stroke single booming into the space age.
And the name is DR-500.
To appreciate just how advanced this machine is, examine the engine.

This 500cc hunk of brute power uses Suzuki's new-era TSCC head: The remarkable Twin Swirl Combustion Chamber design with 4 valves. Without getting into reams of technotalk, this clean-burning engine produces unmatched fuel efficiency and power—especially in low and mid-range.
Great as the engine is, it's only part of the DR-500 story.
Suspension is on par with sophisticated motocross equipment. For instance, the swing arm is boxed and aluminum. Long-travel shocks offer five adjustments. And the leading axle front forks travel nearly 10 inches.
Other noteworthy features include a works roller-type chain guide. Maintenance-free PEI ignition. Easy-starting compression release device. Steel skid plate. And, well, the list goes on.
So you see, the new DR-500 has not only come of age, it is ahead of its time.

Suzuki 1981 SUZUKI **The Performer.**

A guided tour of the most comfortable 500 cc touring motorcycle ever built.

Sit back and relax.

You are about to enter a world of motorcycling you may never have known existed. The world of mid-sized motorcycle touring.

A world made possible, and even preferable, by the motorcycle you are about to explore.

The motorcycle that brought touring down to size.

The 1981 Honda GL500 Silver Wing™.

Bigger isn't always better.

For years now the prevailing touring philosophy seems to have been size is everything. Size and weight.

But not at Honda.

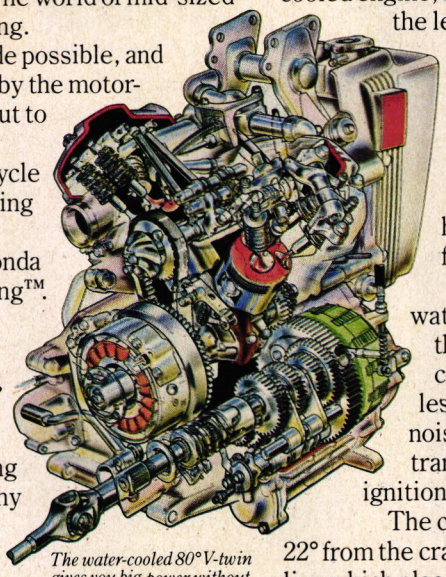
At Honda the theory is that a touring bike has to be comfortable. It has to be reliable. It has to be powerful. It has to be smooth riding.

But it doesn't have to be huge.

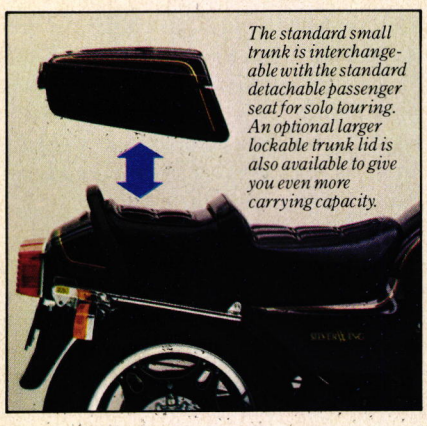
The new Honda Silver Wing was designed to be all the former without the latter.

Smaller, lighter and lower than most touring bikes. Without sacrificing the features you've come to appreciate on the larger bikes.

How? Read on.



The water-cooled 80° V-twin gives you big power without a big appetite for fuel.



The standard small trunk is interchangeable with the standard detachable passenger seat for solo touring. An optional larger lockable trunk lid is also available to give you even more carrying capacity.

Sometimes less is more.

Take the Silver Wing's water-cooled engine, for example. (Item 1 on the left hand page).

It's a high winding 80° V-twin with Pentroof™ heads and four valves per cylinder. So it packs plenty of power. But doesn't have a big appetite for fuel.

It's thermostatically water-cooled (Item 2, the radiator). For more consistent temperature, less wear. And less engine noise. Plus it has transistorized pointless ignition, for less maintenance.

The cylinder heads are offset 22° from the crankshaft centerline which places the 34 mm CV carbs (Item 3) under the fuel tank and allows straight line gas flow to the head.

And the engine itself is mounted in the motorcycle so that the crankshaft is parallel to the final drive shaft (Item 4). There is only one change of powerflow direction from the engine to the rear wheel, so less power gets lost before it can do some good.

If you can't tour in comfort, why tour at all?

Honda has taken some unprecedented steps to ensure a smooth and easy ride on the Silver Wing.

The Pro-Link™ suspension system, for instance (Item 5).

A single air-adjustable shock mounted to a unique linkage which allows spring and damping rates to be truly progressive. Light rates for small road irregularities. Heavier rates for bigger bumps.

A more comfortable ride regardless of the road surface.

In front is an air-adjustable fork with friction reducing Syntallic™ bushings and a pressure equalizer (Item 6).

And in between, a big, comfortable saddle (Item 7) slung only 30.9 inches off the ground. So even smaller riders can touch down both feet at stops.

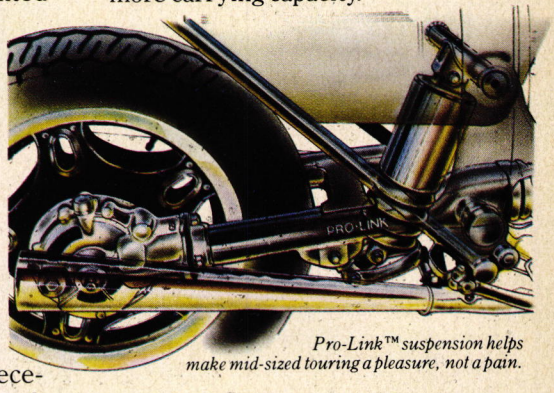
A place for your friend. Or your lunch.

See the small travel trunk (Item 8)?

It slips right on the Silver Wing where the passenger seat usually is. So when your tour includes taking something extra along, there's plenty of room for it.

When your tour includes taking someone else along, the trunk detaches in seconds, to be replaced by the passenger seat again.

Pretty neat, right? But the best part is that the interchangeable seat and small trunk are standard equipment. And an even larger lockable trunk lid is an option to give you even more carrying capacity.



Pro-Link™ suspension helps make mid-sized touring a pleasure, not a pain.

Everything you want in a touring bike. And less.

Think of it as touring on a diet.

Light weight. Only about 454 pounds dry. Low seat height. Good gas mileage.

Less of almost everything. Except the one thing you buy a touring bike for.

Comfort.

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TWELVE GOOD MEN AND TRUE:

The Jury Speaks: The Future of Racing

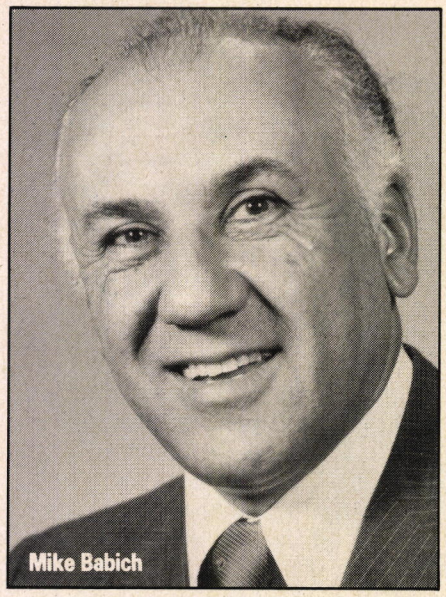
The movers and shakers in racing comment on the health, problems and future of motorcycle sport.

BY TERRY WHYTAL

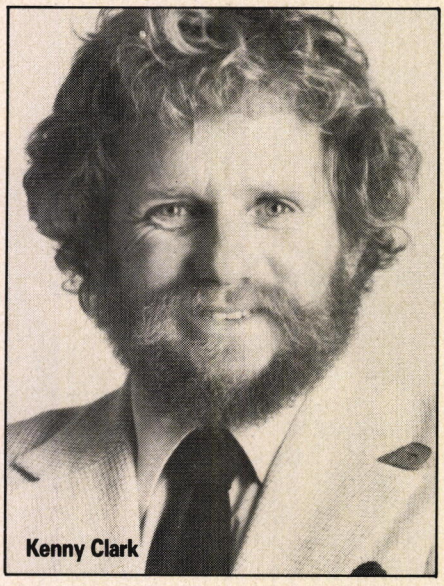
When you want to know what's happening, you've got to ask the people who know. So when the issue of racing and its relative health for the next few years was raised at CYCLE GUIDE, that's what we did. As far as *CG* is concerned, the economic conditions of the last year pose real questions about racing's ability to survive in an era in which both the spectator and sponsor dollar will be increasingly difficult to come by.

To get the answers, we polled the most important of racing's movers and shakers, those people who because of their position or expertise have the power to dramatically affect the future of racing. The movers and shakers include advertising men, for they control racing's purse strings. They include promoters, because they should be sensitized to the kind of entertainment the public wants to see. They include technical people aware of the latest developments in hardware. They include administrators who determine the formula and format of racing. And lastly, they include team managers and racers who play important roles in each of these aspects of the sport.

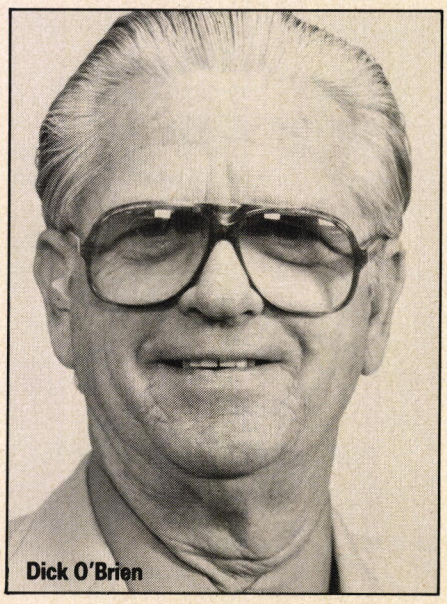
We think you'll get a better grasp of what the future is all about through this collective pulse-taking. But even more importantly, we've identified the voices you should listen to in the future if you want to know what's happening in racing.



Mike Babich



Kenny Clark



Dick O'Brien

• When Goodyear itches, the whole sport scratches, so closely are tires and speed related. You can't race without speedy shoes, and Goodyear has spent much time and effort developing the right kind of tires for specific applications—among them the first motorcycle roadracing slick and the sticky DT2 flattrack tire. Goodyear is also important to motorcycle racing in another way: It uses racing as a direct advertising promotion for its products. And this advertising has much to do with the way motorcycle racing is perceived by the public.

The man at Goodyear who has the surest grasp of what's happening to motorcycle racing is Mike Babich, who has been with Goodyear for 35 years, the last 16 in Akron's racing services department. Babich says, "We're expecting quite a bit of growth in roadracing, especially now that several American riders have done well in Europe. More people are riding bikes for both pleasure and business, and we anticipate strong, steady growth.

"Our development of tire technology is fairly slow and conservative at present. Big leaps seem to occur mostly when a radical new machine pushes us to new limits or when competition is tough between tire companies . . . Formula 1 will remain our No. 1 priority because of its great exposure, but also because the top five riders really push the tires to the furthest extremes, and the tires we make for them will work for others, including Superbikes."

• At Yamaha, Kenny Clark holds the reins of the motocross, roadracing and off-road teams. And because of the range of his responsibilities, plus Yamaha's fundamental and long-standing commitment to racing, his voice rings with a power and authority that other team managers lack.

To begin with, Clark says, "the motocross season is too strung out. We will have to tighten the schedule to fewer races. We have to give the spectators an urgency in racing—one-day events or one big series. When we do that we will see a tremendous growth in the sport and the riders will become superstars.

"The AMA has done quite a bit to help roadracing lately, making it easier for enthusiasts to enter racing on the pro-am level. It will take many years, but roadracing in America could eventually grow as it has in Europe. Roadracing is a logical outgrowth of street riding and more people will be riding street bikes in the future."

Clark forecasts a resurgence in dirttrack racing thanks to renewed interest among the manufacturers, but he thinks off-road racing will decline in importance as land closure problems intensify. Yet his over-

view is very positive, and he also says, "You will see more effort from the manufacturers to develop four-stroke race bikes so Uncle Sam won't put us out of business with the pollution laws."

• Harley-Davidson has dominated dirttrack for years, and through the winning and losing seasons, team manager Dick O'Brien has controlled the team's destiny. His job gives him a perspective on dirttrack that others in the sport lack.

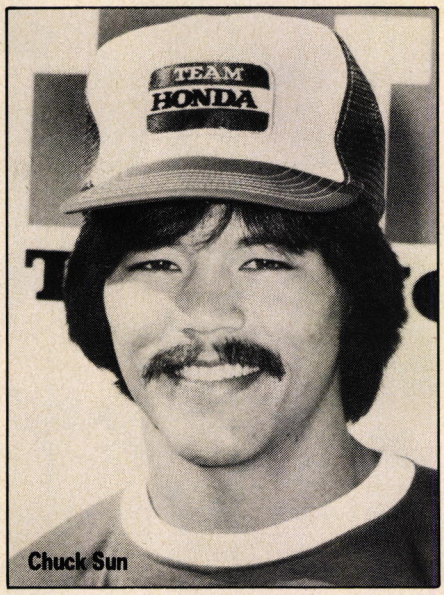
O'Brien counters claims that dirttrack is in declining health. He says, "More brands will help bring out more riders, but actually the spectator picture in most parts of the country is real good and the economy hasn't hurt too much. The expense for the riders is tough, though.

O'Brien seems to welcome the involvement of Honda, Yamaha, Suzuki and Kawasaki in flattrack, but he doesn't believe the racing formula should be changed. "Look at shorttrack, where the problem is a smaller engine doesn't necessarily mean less cost. They are harder to tune to the highest performance level, they spin at higher rpm so they wear out faster and when they break, you can just throw the engine away because of the damage at higher rpm." The current formula is better, he claims, because "at any half-mile race there are probably 20 to 25 motorcycles capable of winning the race because engine development is so equal . . . We'll see more riders who can make a mistake and recover and get back in the race, unlike the old days when the machines were so marginal you couldn't make a mistake or you were out of the race."

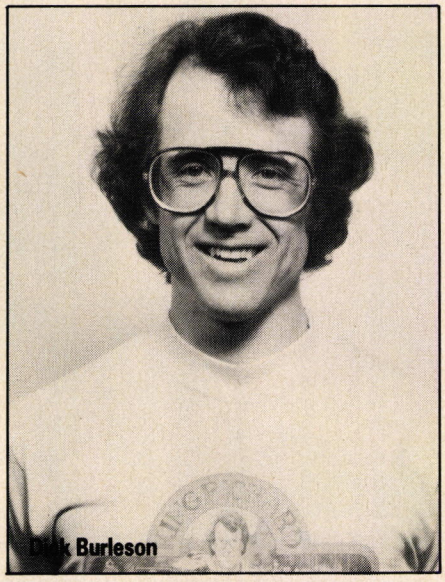
• Honda's Chuck Sun is the 1980 champion of 500cc National motocross and one of the handful of our riders who have competed seriously in MX world championships. This background, plus his thoughtful manner, gives Sun an air of authority that many of his peers lack.

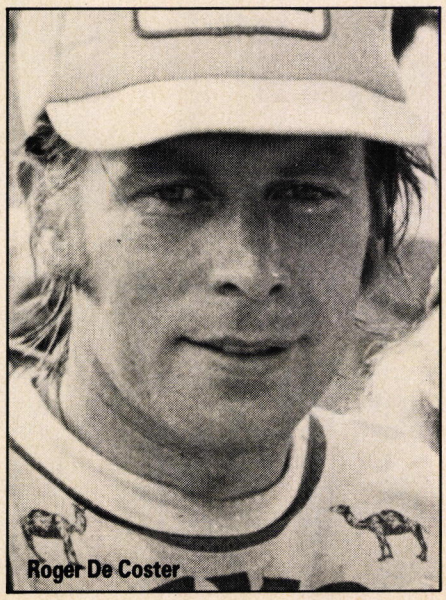
"I think motocross racing in the States will continue to get bigger and better and that the crowds will grow larger," Sun says. "The riders will progress also, with the level of competition becoming ever higher in the next few years. The riders are more dedicated now, and with everyone training much harder than in the past, the competition will only get tougher. Already the stamina and drive of the top racers is making outdoor races almost sprints, with little effort made to pace. Soon a National will be so intense it will be like a 45-minute stadium race.

"The veterans will probably dominate the future of motocross and it will be much harder for new talent to break into the upper levels. So many guys—Glover, Howerton, Barnett and several more—are really just now coming into their prime. They're in top condition and have the confidence from winning that will make them tough to beat. Before, there were only a couple of riders on top at any one time, but now there are so many up there that new riders will have it hard."



Chuck Sun


Burleson


Roger De Coster

• In the world of woods riding, Dick Burleson is King: Last October, he clinched his seventh National enduro title. But Burleson's right to speak for enduro and Six Day riders about the future of their sport is also founded on his position as chief of Husqvarna's East coast office in Lorain, Ohio.

As usual, Burleson's analytical mind cuts to the heart of the off-road riding situation. "The two big questions facing enduro and, indeed, all off-road riding," he says, "are land closure and the price of gas.

"Land closures have hurt us in some areas, but I believe they will taper off in the next year as we learn to work within the system. In some localities, the clubs have played the game well and have good cooperation from government. We need to do a better job of salesmanship—and a little PR work—and then I believe we will have plenty of places to ride.

"Gas prices really hurt the sport when they climbed so fast, but now I believe riders are getting used to the cost. And we are still getting by cheaply compared to Europe. The local level will probably grow more than the national because of the cost of traveling, though."

Unlike other forecasters, Burleson believes that off-road riding actually has a future in this country. "I think we will follow the European trend to more enduro riding," he says, "as people discover the fun of riding without the pressure of other forms of racing. You also get to ride for longer time periods and at a pace you can feel comfortable with."

• Roger De Coster's prestige within the motorcycle world is unquestionable, yet his true stature as a mover and shaker is best measured by his noteriety within motorsports in general. At a recent gathering of racers who use Bell helmets that included Superbike racer Eddie Lawson, Indy car driver Gordon Johncock, sprint car driver Ronnie Shuman and sports car racer Dick Barbour, five-time world motocross champ De Coster was the only man whose name was known to all of the others.

Despite his recent change from motocross rider to team consultant for Honda, De Coster looks doubtfully ahead at the

Continued

future of motocross. "There are really only four factories that support motocross in this country on a large-scale basis. The expense has just become too great and the one big change that motocross needs is to attract outside sponsors . . . so in a few years racing won't be so heavy a burden on the manufacturers."

De Coster believes the manufacturers should spend their money on grass-roots racing instead: "It is nice to watch a stadium race sometimes, but the kid who buys a bike wants to go riding himself. And if the sport is to grow, we must insure that he can do this. Perhaps the big money races should help support the lower levels of the sport and help with preserving riding areas. This is important for the sport and we can't wait for the AMA to lead the way or it will never happen.

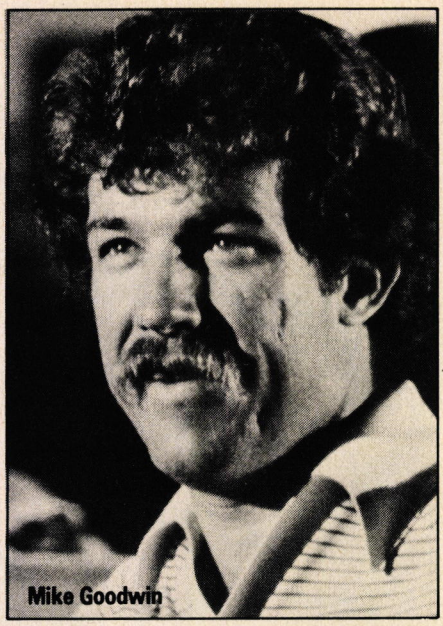
"We need the big stadium races to interest people in bikes, but we need to balance the big and the small. We need to balance where the money in racing goes or there will be a slowdown."

• Mike Goodwin virtually created stadiumcross racing when the former music promoter turned to organizing the first Superbowl of Motocross in the L.A. Coliseum in 1973. Perhaps more than any other figure in racing, Goodwin should be in touch with commercial reality.

"In Supercross racing, we have to create the market," Goodwin says. "It hasn't been around long enough to have a stable potential and that is why we are hurt by a bad economy. Stadiums are so expensive to promote and advertise that we must have good cooperation from the AMA and sponsors to keep it going through a double-dip recession."

Even so, Goodwin foresees an extraordinary future for his sport. "I'll be amazed if we are not in 20 NFL stadiums in five years," he says, "and drawing 50,000 spectators per event. Because of TV exposure, increased purses and more promotion, I expect the top ten riders will all make from $150,000 to a half million a year."

Many manufacturers are beginning to balk at the costs of supporting motocross racing in the face of declining sales of production motocross bikes, but Goodwin thinks the advantages of stadiumcross are compelling. "I realize the cost of supporting motocross racing teams is high for the manufacturers, but our job as promoters is to merchandize the event well enough for them to receive a strong value. Imagine if 15 stadium events were broadcast on national television. How many bikes would it help Honda or Yamaha or anyone sell if they won the race?"


Mike Goodwin

Terry Vance

Bill France, Sr.

• The legitimization of dragracing is a recent phenomenon. With the support of the Japanese manufacturers, it has become recognized as more than something for the kids with greasy jeans. Thanks to the backing of a concerted ad campaign by Suzuki, Terry Vance has become the symbol of this change in dragracing's public image. And while his on-track victory margin over competitors like Bob Carpenter and Sid Pogue might seem small, the two-time No. 1 Pro Stock speaks with authority.

"The future of dragracing has never been brighter," Vance claims. "We have factory participation on a higher level with more contingency money than ever before. There are going to be some big bucks coming into the sport and this will contribute to growth. But at the same time, a guy can come into dragracing for less money than other motorsports by modifying a street bike he already has and then going to his local dragstrip. If a National event comes to his town, he can step right in and run a National."

Though dragracing's vitality depends on technological innovation, Vance doesn't know where the next leap forward will come from: "Top Fuel and Pro Stock are pushing pretty hard right now and I can't see any big speed improvements . . . but the other classes are ready. There are some ideas for rear-engine bikes and other things that look good on paper and should make the sport even more exciting."

• Bill France, Sr.'s status as a mover and shaker rests on his control of the most important motorcycle speed event in America—Daytona—which makes him the country's most important race promoter. His close ties with the AMA have had a tremendous effect in determining roadracing rules, from the approval of the TZ750 to the creation of the Superbike. Indeed, his refusal to pay starting money to European riders indirectly led to the current Formula 1 formula.

Though some reports claim that Daytona International Speedway's attendance for its yearly motorcycle races has declined recently, France foresees nothing but good times ahead for himself, his Speedway and motorcycle racing.

"I can't see anything but the best for motorcycle racing," France says. "Each year the attendance for our events grows. As more people in the U.S. turn to motorcycles for transportation, I expect interest in bike racing to continue to expand.

"Superbikes appear to have a bright future and will hopefully spark more interest by the factories. It would be nice if Superbike racing could keep the cost down and

enable more rider participation. We know the fans are interested and that people want to see more brands in racing.

"I don't anticipate too many changes in motorcycle racing. The racing is good, the format is good and the attendance is good, and it appears that it will get better with the years to come."

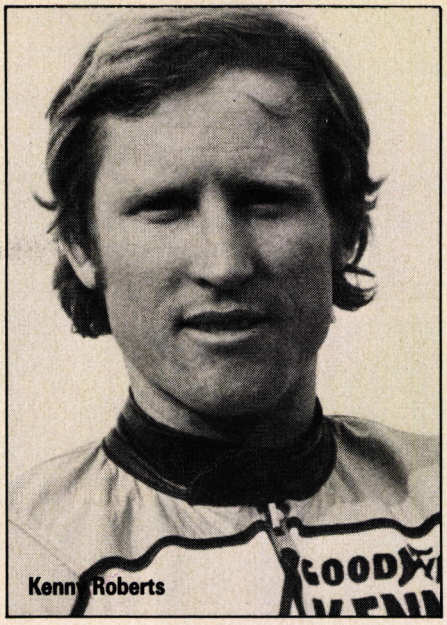
• Kenny Roberts' AMA and FIM championships lend him a lot of prestige. But Roberts has become a spokesman and a leader as well, a role he grew into while attempting to put together the stillborn roadracing World Series.

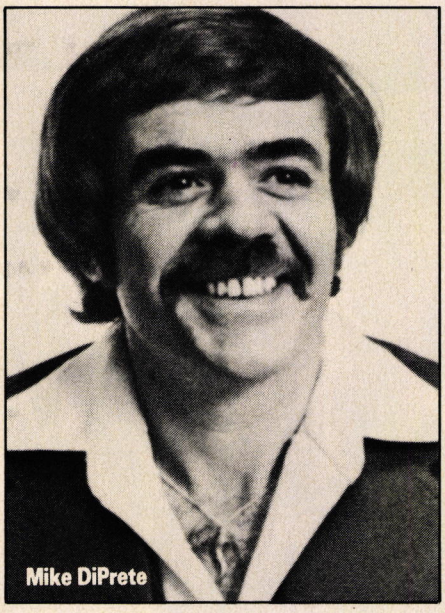
Roberts identifies the gulf that separates American and European racing formulas as the most important obstacle the sport must overcome in the next five years. "I'm afraid we may be separating ourselves from the rest of the world," he says. "We still race 750cc GP machines and now the Superbike class has really become too expensive for beginning riders . . . Six years ago, I proposed that we limit GP bikes to 500cc and that the Superbike class should be more production oriented. The bikes should have to use the same cams, heads, pistons and cranks that they came with from the factory."

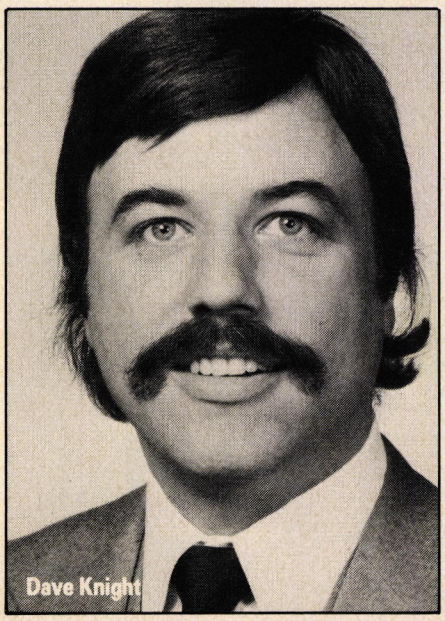
As far as making racing a successful spectator event, Roberts believes that sponsorship is the key, "A company pays to get good advertising, but in America, with dirttrack and roadracing so separated by having too many races, a roadracer can't be No. 1. A rider just doesn't have the time to do both with 30 events scheduled. I would like to see us go to 20 premier events, maybe seven of them roadraces. Then we would have better racing, more roadraces, bigger purses with less expense, and the riders could do well in all events. Dirttrack will hold its own in the years to come and hopefully roadracing will grow. It's hard to tell how much, but it does look good. We just have to be careful not to alienate ourselves from the rest of the world."

• There's no question about the AMA's role in determining the course of American racing, and as the head of the AMA's racing commission, Mike DiPrete's voice speaks loudest.

"Roadracing in the U.S. appears to have the greatest potential of the major forms of racing," DiPrete says. "The Superbike class has shown a large increase of interest from both spectators and riders, and Formula 1 has held its own. The more manufacturers we have involved in the future, the better the response we will see from the public and from promoters who are willing


Kenny Roberts


Mike DiPrete


Dave Knight

to advertise more when top riders are on hand. We've talked about a 500cc GP class, but the feeling is that we should give Superbike and Formula 1 a couple more years before we decide.

"We have cost problems with dirttrack and we also have work to do. There is a controversy about a 500cc or 750cc class, carb restrictors or no restrictors, and we've got to straighten these things out. The spectators are holding their own, but the expense for riders is getting out of hand.

"Motocross may have peaked on the outdoor level, and there are problems with indoor races drawing full crowds . . . our regional qualifier system for motocross has not worked well and most promoters have lost money. We will probably go to a system where a non-Expert rider cannot race a National without first gaining points in Regionals. This should insure a continuing pool of experienced riders who are better trained for long motos and are ready for the Expert ranks."

• Racing really runs on money, not gasoline. And the biggest wallet in racing belongs to R.J. Reynolds, which has made the AMA's Grand National series the most successful motorcycle racing series in this country.

The man who keeps track of the R.J. Reynolds purse strings in motorcycle racing is Dave Knight, and he's predictably satisfied with the value R.J. has received from the AMA since its program began in 1974 with the first Camel Pro events. He says, "The inherent strength of the series is apparent when you realize that we are able to sell out many dirttrack races in a recessionary year against increasing competition for the entertainment dollar. We are certainly confident that flattrack will continue to be a major race format, especially with the new interest shown by Yamaha and Honda."

Even so, Knight reckons there's no further potential in flattrack simply because the racing arenas don't have additional room for more spectators, and the kind of racing that can lure large crowds holds the greatest attraction for potential sponsors. "The booming motosport we see in the future is roadracing," he says. "There are many existing tracks with capacities of 50,000 or more and the growth of street riding in the U.S. should generate more interest. It could be that the roadracing and dirttrack parts of the Winston Pro series will have to be separated into their own series because we have no more racedates to run more events. Or it could turn out that regional races could set the stage for fewer National events." •

"With the KZ550, Kawasaki has gotten back to basics and reaffirmed what a sporting motorcycle is all about: function."

"After years of new motorcycles growing heavier and more complex, Kawasaki's KZ550 goes the other way."

"... proof that bikes don't have to get heavier and bigger to get better, and if this is the way it's going to be in the future, sign us up for another 50 years of riding motorcycles." **Cycle World Magazine**

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"... the light weight and quick reactions of the KZ (750) are indeed better than those of ponderous bikes that need to be herded around like tugboats."

"... a new superbike that assaults high speeds with intelligence and finesse rather than bulk and brute strength." **Cycle Guide Magazine**

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"As the fastest, most nimble, lightest and cheapest, the Kawasaki KZ750 gets the nod for best 750. . ."

"To fully comprehend the KZ's blazing performance you have to understand what Kawasaki has created. They have produced the shortest, lightest and most compact 750 four-cylinder in Japanese history."

Motorcyclist Magazine

"The only thing the KZ750 has sacrificed is weight and in so doing it may have gained more than any number of valves or adjustments can make up."

". . . the KZ750, like the KZ550, (is) the lightest, fastest machine in its class."

Cycle World Magazine

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Flex your muscle with Dunlop's new V-rated* K181. The big contact patch and low profile grab on for powerful straight-up traction.

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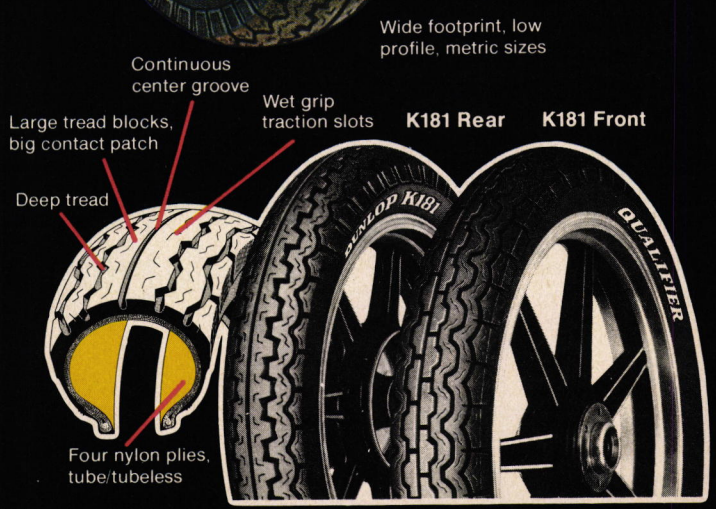
Built with a continuous center groove and water-shedding wet grip slots, the K181 rear delivers the rainy day handling and control you can't do without.

Recommended for use as a pair, the K181 front features specially designed ribs for extra grip and quick response in the corners.

Show off your muscle. The K181 comes in blackwall or a raised white letter version — the K181 Qualifier. And, you can get a racing compound version that's street legal and D.O.T. approved.

Available tube/tubeless, Dunlop's K181 front and rear combination is pure muscle for muscle.

*ETRTO/JATMA standards



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Cycle Guide's

SPECIAL EDITION

TIRES

A complete guide to rubber do-nuts, in both street and dirt flavors.

Any tire salesman worth his weight in rubber is quick to admit that there's a bewildering array of tires on the retail market. Tires for general purposes. Tires for particular uses. Tires designed in conjunction with a motorcycle manufacturer for one specific bike. Tires for the track; tires for the trail. Tires for the twisties; tires for the turnpike. More tires than you can shake a spoke at.

Choosing the correct set of tires for your bike, then, can be a difficult proposition. Which is where this Special Edition comes in. On the following pages we've assembled what we believe is the most complete Tire Buyer's Guide ever published in a motorcycle magazine; a compendium of brands, styles, sizes, prices and descriptions of just about every tire available in America. With the information herein — and a healthy checkbook — the right tires for your bike should be as close as your local dealer's order desk, waiting just for you.

But don't leave just yet. With a subject as serious as your only contact with the road, a few pre-purchase considerations are in order.

SIZE is the first thing to think about before making a tire replacement purchase. As a general rule, it is best to maintain the original-equipment sizes when replacing tires, unless you are planning to fit rims of suitable width as well. If so, be certain that your machine has the necessary clearance to accommodate wider tires and rims. Information on rim and tire compatibility is available from your dealer or in a catalog from the manufacturer of the tires.

You should also maintain the same size relationship, front to rear, as your OEM tires. For instance, if your bike came equipped with a 3.00-inch tire up front and a 3.50 in the rear, larger tires of equal proportion (3.50 front and 4.00 rear) should be installed in order to maintain the proper relationship. Remember, too, that wider tires are generally taller tires, and as such will alter your bike's trail. Be

Continued

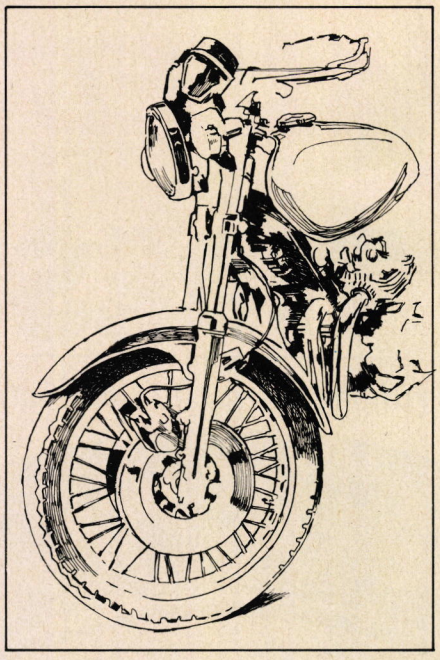
prepared for handling differences whenever installing larger tires.

SPEED and LOAD RATINGS are important indicators of the use for which a tire is intended. *Speed* ratings are designated by one of three letters—S, H or V—and are integrated within tire size figures (as in 4.10H19). An S-rated tire has undergone laboratory tests at sustained speeds of up to 112 mph (180 kph) for a minimum of six continuous hours. An H-rated tire has performed a similar feat up to 130 mph (210 kph), and a V-rated tire has survived up to 150 mph (240 kph). Most American and some Japanese tires, however, carry no rating at all. This is an indication that they have been tested by the DOT for sustained speeds up to a limit of 93 mph (150 kph).

Load ratings are found on the tire sidewall, alongside the recommended inflation pressures. In general, a high load rating reflects a tire designed with a stiff sidewall, a heavy carcass and lots of rubber on the tread. These tires are made for large touring-type bikes and offer a long lifespan when operated at moderate Interstate speeds. Lower load ratings indicate less tread rubber and lighter carcasses. These tires dissipate heat well, and therefore can endure the extreme temperatures achieved when riding at high speeds, but at the expense of a shorter lifespan.

Tubeless (TL) tires were first used on racing motorcycles in conjunction with cast magnesium wheels. Eliminating the tube means less rubber mass and a lighter tire that dissipates heat more readily. Also, in the event of a flat, TL tires are usually easier to repair than tube-types. More and more street bikes these days are marketed with OEM cast wheels, and the tubeless market, therefore, is growing. It's important to remember, though, that cast wheels and tubeless tire combinations are commonly a few pounds heavier than wire-spoked wheels with tube-type tires. And the lighter the wheel assemblies, the better the potential ride.

High-Performance street tires tend to have soft rubber compounds that provide maximum adhesion. They are built to withstand sustained high speeds, at the cost of a low load rating and a shorter lifespan than some other tires.



Touring tires are just what the name implies. They are specially designed to combine a high load-carrying capacity with high mileage durability.

General-Purpose tires are designed to fill certain needs, too, despite their commonplace name. Not everyone wants the trickest, most expensive or highest-performing tires to get them to work or out for the Sunday ride. General-purpose tires, by far the sales leader of the street tire field, are simply designed to carry you along with reasonable safety and reasonable wear for a reasonable price.

Knobby tires are designed for traction on one of three given off-road surfaces: Hard-packed, Soft-terrain and In-between. The four major characteristics that determine the surface traction of knobby tires are: tread pattern, knob height, rubber compound and sidewall flex.

Maintaining the best traction on *Hard-packed* surfaces is accomplished by designing a tire with a closed-block (closely packed) tread pattern, short knobs, a soft rubber compound and a large amount of sidewall flex. These tires rely on a large footprint, much like a street tire, to provide adequate adhesion because they can't dig into the hard surface for traction. The short knobs have less tendency to roll over, but will give a stable feel. A lot of sidewall flex enables the tire to conform to the surface beneath it.

Soft-terrain tires are another story. On sandy or loamy surfaces you need a tire that compresses the soil—digs down and grasps it—rather than clinging to the surface for traction. This requires longer knobs, spaced farther apart (open block), which allows them to dig in and also self-clean. The rubber compound must be harder, and the sidewalls more rigid, to insure greater surface penetration.

In-between tires are for trail and Enduro riders who are likely to encounter terrain that is constantly changing from soft to hard. These In-between tires often feature irregular (staggered) tread patterns which allow them a good contact patch that still digs into the soil as each row of knobs comes into play. Medium-length knobs and medium rubber compounds are commonly used for a suitable traction compromise. Because of their good all-around performance, In-between tires are a good choice for those who take their off-road play riding seriously.

The lifespan of knobby tires, regardless of type, is less than that of street tires, and for good reason: punishment. A weekend worth of motos will deliver a pounding to a knobby that a street tire couldn't find in a month of Sundays. There are, however, some lifespan generalizations within the knobby genre. Soft-terrain tires will last the longest, on average, because of their stiffer sidewalls and harder rubber. Hard-packed-surface tires, then, will last less long, due to soft compounds and lots of flex. In-between tires are, as you would expect, in-between.

But you're not. Not now. Armed with the information in this Special Edition, you should be able to march down to the tire-o-mat, drop the right number of coins into the right slot, and walk away with the right set of tires for your bike and your riding style. Just remember: the coins go shiny side up. The tires go rubber side down.

Continued

SUPERBIKES PERFORM ON BRIDGESTONES

Superbikes like the XS11 Midnight Special, GS1100EX, CB750F, and KZ1000ST come from their factories wearing Bridgestones.

Bridgestone's advanced design gives superbike riders the traction they need to put all the horses to the pavement, blast through the corners, and grab a lot of street when the binders are clamped on. Rain grooves on freeways aren't as much of a hassle with Bridgestones, either.

Why should your bike have to roll on anything other than Bridgestones? Next time it's ready for fresh rubber, take a look at Bridgestone's Mag Mopus street bike tires.

Superbikes are a little more super on Bridgestones.

Leather by Bates.

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This year, the Specials give you even more ways to express just how much of an individual you are. Because each and every model can be dressed out in a myriad of genuine Yamaha Specials accessories.

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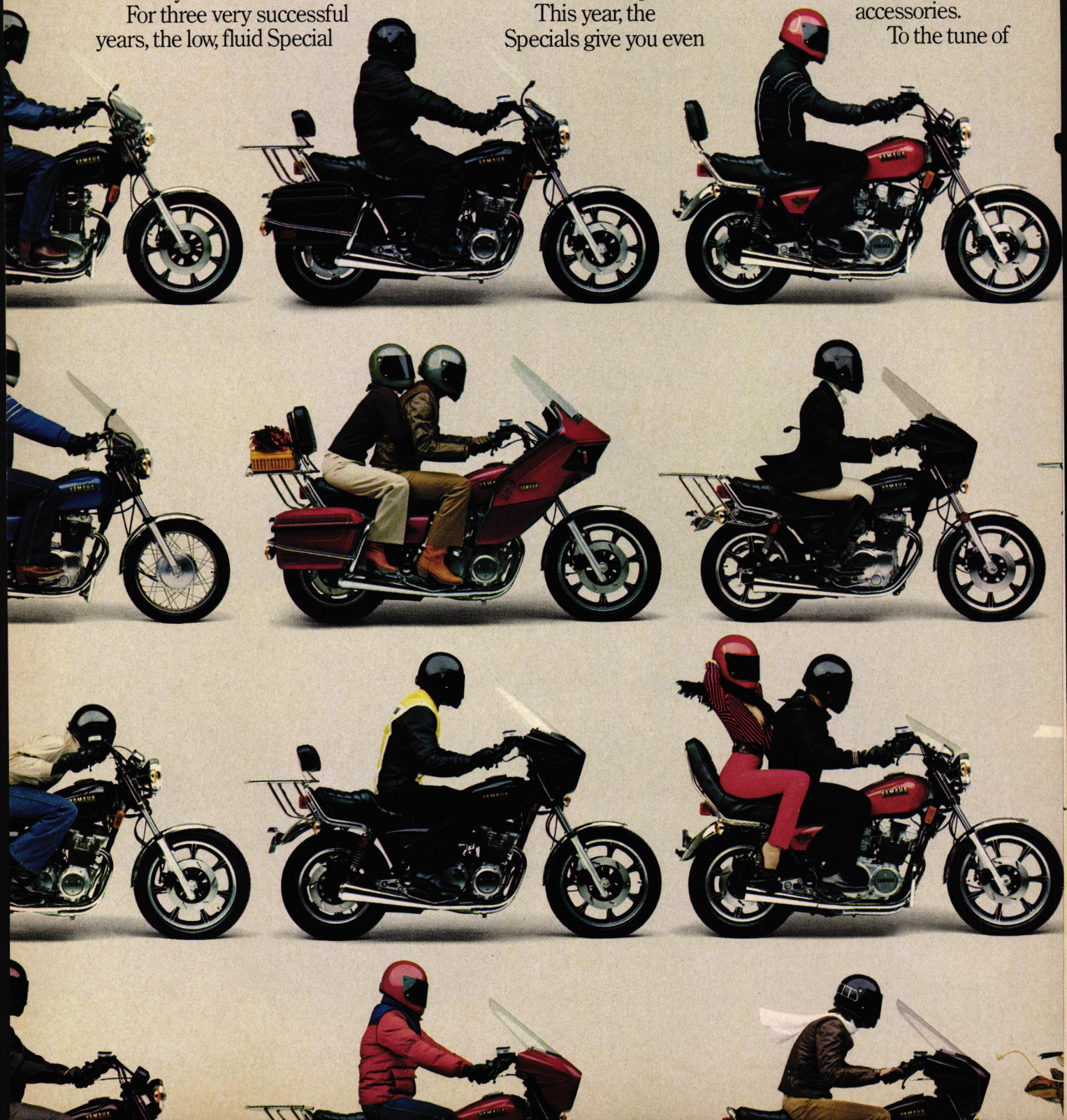

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You can deck out your big Special with full fairing and lowers, custom seat, saddle bags. Or any of nine other nifty items.

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THE WAY IT SHOULD BE.™

SPECIAL EDITION: TIRES

MODEL	SIZE	PRICE	REMARKS
AVON (HP-1)			
Road Runner	130/90H16	$59.95	Front or rear: specially reinforced shoulder blocks, made with high hysteresis 'cling' rubber tread compound.
	80/90H17	$48.55	
	130/90H17	$66.50	
	90/90H18	$49.35	
	100/90H18	$54.45	
	110/90H18 (TL)	$56.95	
	120/90H18	$61.50	
	90/90H19	$50.65	
	100/90H19 (TL)	$56.55	
Speed-master	3.25H-18	$46.50	Front: continuous, siped and interrupted ribs, H-rated version of their MKII.
	3.50H-18	$47.75	
	3.25H-19	$47.25	
	3.50H-19	$48.50	
BRIDGESTONE (HP-2-HP-3)			
S703 Mag.Mopus	3.25H19	$43.85	Front: tube or tubeless all-weather design, tread pattern intended to channel water away from contact patch, rounded profile, raised white letters.
	3.50H19	$48.93	
	110/90-19	$50.30	
S708 Mag.Mopus	3.50H18	$43.08	Rear: Tube-type, rounded profile, designed for high mileage and to resist tracking in rain grooves.
	4.00H18	$50.34	
	4.50H18	$54.51	
	5.10H17	$63.24	
	5.10H18	$63.77	
S504 Mag.Mopus	4.25H18	$60.55	Rear: Tubeless, rounded profile, for high-speed superbike applications, raised white letters.
	130/90-16	$67.73	
	130/90-17	$69.50	
CARLISLE (HP-4)			
Arrow ST	90/90H-19	$51.99	Front and rear: 4-ply, U.S.-made, designed for street and touring use.
	100/90H-19	$54.06	
	130/80H-18	$61.37	
	110/80H-18	$57.71	
	120/80H-17	$55.96	
	140/80H-17	$61.21	
	130/80H-16	$60.29	
	130/100H-16	$63.50	
CHENG SHIN (HP-5-12)			
C-184H	4.50/4.75-17	$42.80	Rear: (17-inch 6-ply) designed for street and touring use.
	3.50-18	NA	
C-193S	3.00-17	$24.54	Front or rear: S-rated 4 and 6 ply tires designed for high mileage.
	3.00/3.25-18	$27.04	
	3.50/3.75-18	$32.20	
	4.00-18	$49.67	
	4.60-18	$49.67	
C-198	3.50-18	$32.99	Rear: reinforced shoulder blocks, 4 and 6-ply construction.
	4.00-18	$49.67	
	4.50-18	$50.02	
C-200	5.10-16 (4PR)	$48.52	Rear: link block tread pattern, designed for high mileage.
	5.10-16 (6PR)	$52.52	
	5.10-18 (6PR)	$55.19	
C-223S	2.50-18	$15.94	Front: sectioned rib pattern, companion to C-200 rear tire.
	2.75-18	$19.50	
	3.50-18	$29.90	
	2.75/3.00-19	$26.39	
	3.25/3.60-19	$31.89	
C-230	4.25-18 (6PR)	$46.02	Rear: continuous center groove to help disperse moisture.
	3.50-18	$36.64	
C-701	5.10/85-16 (6PR)	$52.52	Rear: large displacement road and touring applications
	5.10/85-17 (6PR)	$55.05	
	3.60/85-18	$30.10	
	4.10/85-18 (6PR)	$49.02	
	4.60/85-18 (6PR)	$49.02	
	5.10/85-18 (6PR)	$55.19	
	3.25/85-19	$29.05	
	3.60/85-19	$32.99	
C-766	4.10/80-18	$41.50	
	4.60/80-18	$47.07	
	5.10/80-18(6PR)	$60.45	
CONTINENTAL (HP-13-14)			
RB2	3.00S18	$43.41	Front: round profile for greater contact patch, blocked shoulders for cornering stability, designed for high-speed touring.
	3.25H18	$48.43	
	3.50H18	$53.83	
	3.25H19	$54.66	
	3.50H19	$59.01	
	3.25H19 (TL)	$60.12	
	3.50H19 (TL)	$64.90	
	3.50V18	$59.23	
	3.25V19	$60.11	
	3.50V19	$64.90	

MODEL	SIZE	PRICE	REMARKS
K112	MT90S16T	$70.01	Rear: designed for use with RB2 front tire, blocked shoulder design, for high-speed touring.
	4.50H17	$69.28	
	3.50H18	$57.32	
	4.00H18	$65.38	
	4.25/85H18	$67.18	
	120/90H18	$68.30	
	MT90S16T (TL)	$77.01	
	4.50H17	$76.23	
	4.00H18 (TL)	$71.91	
	4.25/85H18 (TL)	$73.91	
	120/90H18 (TL)	$75.13	
	4.50V17	$76.23	
	4.00V18	$71.90	
	120/90V18	$75.13	
	4.25V18	$73.33	
DUNLOP (HP-15-26)			
K91 Mark II	MT/90-17	$82.26	Rear: tube or tubeless, Kevlar belted touring tire designed for maximum mileage and load capacity, superbike applications.
	4.25/85VB-18	$71.29	
	MT/80-18	$76.34	
K91 Mark II Ribbed	4.10V-19	$63.12	Front: tube or tubeless, designed to match K91 Mark II in performance in same applications.
K81 TT100	3.60H-18	$46.17	Front or rear: tube or tubeless, trigonic profile for maximum contact patch up to 45-degree lean, middle-weight applications.
	4.10H-18	$53.70	
	4.25/85H-18	$57.68	
	3.60H-19	$49.06	
	4.10H-19	$54.86	
K81R	3.60H-18	$51.70	Front or rear: "R" designates special street-legal racing compound for maximum adhesion.
	4.10H-18	$60.15	
	4.25/85H-18	$64.61	
	4.10H-19	$61.42	
K81 Mark II	MT/90-16	$60.52	Rear: Mark II designates a more rounded profile for greater overall adhesion in transition from upright to leaning.
	5.10H-18	$62.93	
K81 Mark II Ribbed	4.10H-19	$58.71	Front: a rounded profile ribbed tire designed to match the K81 Mark II rears.
K81 Mark IIR	5.10H-18	$72.37	Rear: rounded profile with special soft rubber compound for maximum adhesion.
K81 Mark IIR Ribbed	4.10H-19	$65.76	Front: designed to match Mark IIR rear in performance, special R compound rubber.
K127	130/90S-16	$69.63	Rear: tube and tubeless types, designed for superbike applications, chosen as O.E. on large Hondas.
	4.00H-18 (TL)	$63.48	
	4.25V-18 (TL)	$73.49	
	4.25H-18 (TL)	$66.79	
	4.60S-16	$54.48	
F11	3.25H-19 (TL)	$52.49	Front: tube or tubeless types, superbike applications, designed as a match for the K127.
	3.50V-19 (TL)	$60.68	
	3.50H-19 (TL)	$55.15	
	3.50S-18	$43.38	
K100M	4.50V-17	$84.66	Rear: high mileage touring tire chosen as O.E. on large Kawasaki tourers.
	MT/90-17	$84.66	
F8	MN/90-18 (TL)	$58.53	Front: designed as a match to the K100M rear touring tire.
	3.50V-19 (TL)	$60.68	
	3.50H-19	$48.66	
K227	4.50H-17	$76.21	Rear: tube-type, touring tire, chosen as O.E. on larger Suzuki tourers.
K87	3.50-18	$40.79	Rear: designed for middle-weight applications, slight trigonic profile for maximum contact patch when leaned over.
	4.00-18	$45.39	
K87 Mark II	MT/90-16	$53.70	Front or rear: designed for middle-weight superbike and touring applications, more rounded profile than the K87 rear.
	4.50H-17	$47.91	
	4.00H-18	$50.39	
	4.00V-18	$55.43	
F6	3.50H-18	$43.38	Front: rounded profile, designed for superbike applications, perfect brand match for the K87 Mark II rear.
	3.25H-19	$45.86	
	3.25V-19	$50.45	
	3.50H-19	$46.33	
FORMULA (HP-27)			
Freestar	5.10-16	$50.95	Front and rear: tube-type touring tires in raised white letters, semi-rib tread design.
	5.10-17	$51.95	
	3.50-18	$41.95	
	4.25-18	$47.95	
	4.60-18	$50.95	
	5.20-18	$54.95	
	3.25-19	$38.95	
	3.60-19	$39.95	
	4.10-19	$42.95	
GOODYEAR (HP-28-36)			
Eagle HST	MT90-16	$76.10	Rear: tubeless design for high-speed touring

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DUNLOP
GOODYEAR
METZELER

SPECIAL EDITION: TIRES

MODEL	SIZE	PRICE	REMARKS
	MT90-17	$79.35	use, raised white letters available.
	ML90-18	$71.30	
	MN90-18	$78.20	
	MP90-18	$80.60	
	MS85-18	$81.35	
	MM90-19	$63.65	
Eagle	MJ90-19	$61.00	
HST Rib	MM90-19	$63.65	
Eagle HST	MM90-19	$63.65	Front: tube-type, non-rib tread design, rounded profile.
Eagle	MT90-16	$74.10	Rear: tube and tubeless designs (tubeless add
GT II	MT90-17	$76.65	approx. $7) for high mileage touring use.
	MN90-18	$67.05	
	MR90-18	$71.45	
	MT85-18	$78.80	
Eagle GT Rib II	ML90-19	$55.30	Front: tube-type designed for high-mileage touring use, rib design tread pattern for straight line stability.

IRC (HP-33-36)

GS-11	3.00S18	$39.50	Front: tube-type, designed for maximum per-
All	3.25S18	NA	formance in high-speed touring use, fitted as
Weather	3.25H19	NA	O.E. on many Suzuki GS models from 450 to
Front	3.50H19	$43.29	1100cc.
	3.25V19	$46.33	
	3.50V19	$52.43	
	90/90-19	$57.68	
	100/90-19	$43.49	
	3.60S19	$53.62	
GS-11	3.50S18	$43.39	Rear: tube-type, low-profile match for the
All	4.00H18	$47.12	GS-11 front tire for high-speed touring.
Weather	4.50H17	$49.66	
Rear	5.10H18	$74.21	
	5.10H17	$53.88	
	4.00V18	$50.91	
	4.50V17	$60.09	
	130/90-16	$84.28	
	4.60S16	$79.00	
GS-12 Grand High Speed	MT90-16T	$57.32	Rear: tube-type, designed for maximum load capacity and mileage touring use.
HS-200	5.10H17	$47.78	Front and rear: low-profile, designed for high-
Road	4.10H18	$43.49	speed riding applications, 80-percent aspect
Winner	4.60H18	$49.26	ratio.
	5.10H18	$50.95	
	3.60H19	$39.50	
	4.10H19	$45.67	

METZELER (HP-37-39)

Perfect	3.25H19	$60.00	Front: tube and tubeless types available,
ME11	3.25V19	NA	rounded profile, designed for high-speed use with maximum steering precision and straight line stability.
ME77	4.50H17	NA	Front and rear: tubeless and tube-type avail-
	4.50V17	$74.00	able, rounded profile, all ME series tires are
	3.50V18	NA	also available in a special "sport" compound
	4.00H18	$75.00	for extra adhesion.
	3.50V19	$62.00	
	3.50H19	NA	
ME99	130/90H16	NA	Front and rear: tubeless and tube-type avail-
	130/90V16	NA	able, same basic characteristics as the ME11
	4.00V18	NA	and ME77, high-speed/high-performance
	4.25/85H18	NA	designs.
	4.25/85V18	NA	
	4,25V18	$75.00	
	120/90H18	NA	
	120/90V18	NA	
	130/90V18	NA	

MICHELIN (HP-40-42)

M45	3.50H18	$60.88	Front or rear: semi-flat tread profile, tube-type
	3.50V18	$77.60	design for use on 650cc and larger machines
	4.00H18	$69.93	where rim size and tire clearance restricts the
	4.25/85V18	$77.15	use of the larger M48 series.
	3.50H19	$65.98	
	3.50V19	$77.60	
M48	130/90V17	$94.88	Front or rear: designed for relatively high
	130/90V18	NA	mileage, all-weather superbike tire, tube-type.
L27	3.25H19	$62.35	Front: tube-type, rounded rib profile, a good match for the M45 rear on 3.0cc and larger machines.

MODEL	SIZE	PRICE	REMARKS

NANKANG (HP-43-46)

N761	3.25H-18	$39.68	Front: tube or tubeless, rounded tread profile,
	3.50H-18	$43.84	basic rib design with blocked shoulders.
	3.25H-19	$41.48	
	3.50H-19	$46.36	
	3.25H-18 (TL)	$47.24	
	3.50H-18 (TL)	$52.12	
	3.25H-19 (TL)	$49.40	
	3.50H-19 (TL)	$55.20	
N762	5.10H-16	$68.84	Rear: tube or tubeless, designed for high-speed
	5.10H-17A	$73.28	touring on large displacement machines.
	4.10H-18	$52.60	
	4.25/85H-18	$55.76	
	5.10/85H-18	$67.36	
	5.10H-16 (TL)	$85.04	
	5.10H-17A (TL)	$87.16	
	4.10H-18 (TL)	$63.16	
	4.25/85H-18 (TL)	$65.64	
	5.10/85H-18 (TL)	$77.12	
N772	5.10H-17	$60.64	Rear: tube-type, designed for middle to heavy-
	4.10H-18	$52.60	weight machines, high-speed road work.
	4.25/8H-18	$55.76	
	5.00H-18	$64.16	
	4.10H-19	$54.20	
N773	3.25H-19	$41.48	Front: tube type, low-profile, matched rib de-
	4.10H-19	$54.20	sign for N772 rear, reinforced blocked shoulders.

NITTO (HP-47-49)

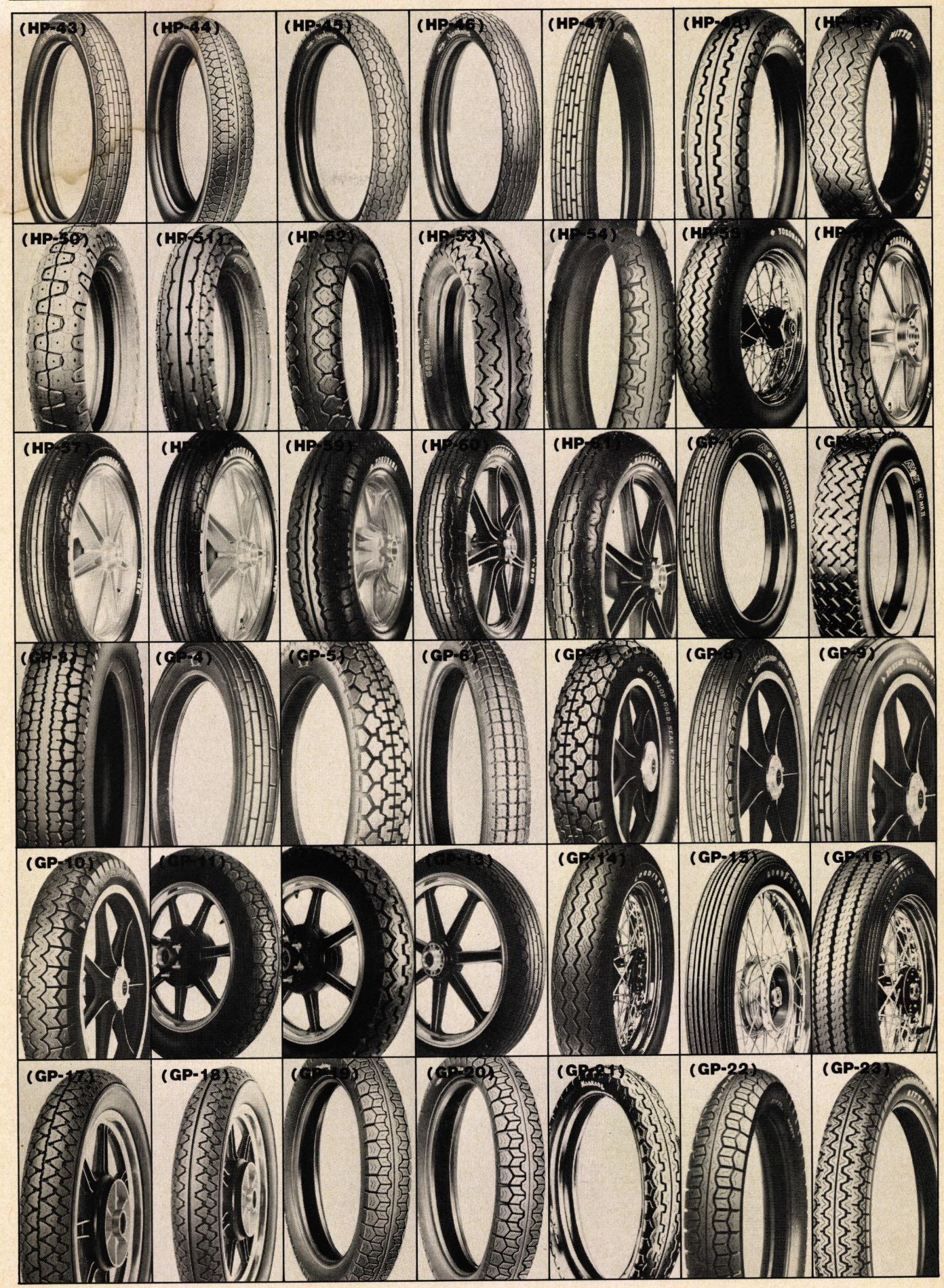
NT-79	3.00S-18	$36.80	Front: tube-type, conventional rib design.
	3.25S-18	$37.10	
	3.25S-19	$38.25	
	3.50H-19	$39.90	
NT-180	3.50S-18	$41.10	Front and rear: tube-type, blocked shoulder
	3.75S-18	$44.10	tread, middle-weight applications.
	4.00S-18	$50.00	
	4.25S-18	$49.05	
	4.60S-18	$51.05	
	4.10H-19	$28.30	
NT-187	MT/90-16T	$56.25	Rear: designed for high-mileage touring use,
Freedom 130	MT/90-17	$60.15	16-inch has tapered bead.

PIRELLI (HP-50-53)

MT-28	5.10V16	$62.50	Rear: tube-type, designed for high-speed, high-
Phantom	4.50V17	$64.90	performance applications with maximum ad-
	5.10V17	$64.90	hesion at maximum lean.
	110/90V18	$51.50	
	120/90V18	$58.50	
	4.00V18	$58.50	
	4.25/85V18	$51.50	
	3.50V19	$56.90	
MT-29	100/90V18	$44.50	Front: tube-type, blocked shoulder for good
Phantom	4.10V18	$48.50	road holding on curves, designed to be used
Semi-	100/90V19	$50.90	with MT-28 rear.
Ribbed	4.10V19	$48.50	
MT-15	80/90S18	$31.50	Front and rear: tube-type, reinforced carcass,
Mandrake	90/90S18	$45.50	designed for high-performance touring use in
	100/90S18	$48.50	wet and dry weather. "R" after size designates
	3.00S18	$28.90	extra reinforcement of sidewalls for high load
	3.25S18	$39.90	capacity.
	3.50S18	$40.90	
	4.00S18	$51.90	
	3.25-18R	$28.90	
	3.50-18R	$44.90	
MT-18	100/90H18	$47.90	Front and rear: tube-type, developed directly
Gordon	110/90H18	$50.90	from endurance competition for high-speed/
	120/90H18	$54.90	high-performance use.
	4.25/85H18	$49.50	
	3.50H18	$51.50	
	4.10H18	$51.50	
	3.25H19	$41.90	

SWALLOW (HP-54)

High	4.60H16	NA	Front or rear: tube-type, reinforced nylon cord
Speed	5.10H16	NA	carcass, low-profile (85-percent aspect ratio).
	5.10H17	NA	
	3.60H18	NA	
	4.10H18	NA	
	4.25/85H18	NA	
	4.60H18	NA	
	5.10H18	NA	
	3.60H19	NA	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SPECIAL EDITION: TIRES

YOKOHAMA (HP-55-61)

MODEL	SIZE	PRICE	REMARKS
Y957	MT/90-16T	$47.96	Rear: tube-type, touring tire for Harley-Davidson.
Y983	4.10H18	$42.65	Rear: tube-type, low profile tire for high-speed use to match Y984.
	4.60H18	$46.10	
Y984	3.25S18	$31.99	Front: tube-type, low profile tire for high speed use.
	3.60H19	$39.85	
	4.10H19	$42.77	
Y986	3.00S18	$32.17	Front: tube-type, designed for high mileage, round profile, blocked shoulder/rib tread design.
	3.25H19	$36.10	
Y987	3.50S18	$37.24	Rear: tube or tubeless designs, intended for high mileage on light to middle-weight machines.
	3.75S18	$38.60	
	3.75S18 (TL)	$40.58	
	3.50H18 (6PR)	$35.44	
	4.00H18	$43.32	
	4.50H17	$48.23	
Y990	3.50H19	$41.03	Front: tube-type, round profile, modified rib tread design.
Y992	3.60S19	$35.57	Front: tube and tubeless, round profile, modified rib tread design for light to middle-weight machines.
	3.25S19	$36.99	
	3.25S19 (TL)	$40.58	

AVON (GP-1-3)

Speed-master MKII	2.25S-17	$26.75	Front: continuous, siped and interrupted ribs, designed to compliment the SM MKII rear tire.
	2.50S-17	$29.70	
	3.25S-17	$34.95	
	2.75S-18	$31.50	
	3.00S-18	$35.25	
	3.25S-18	$36.75	
	3.50S-18	$37.95	
	2.75S-19	$32.15	
	3.00S-19	$35.95	
	3.25S-19	$36.50	
	3.50S-19	$37.25	
	2.75S-21	$33.95	
	3.00S-21	$35.65	
SM MKII (Safety Mileage)	2.25S-17	$28.75	Rear: continuous center rib flanked by interlocking studs, designed to compliment the Speedmaster MKII front tire.
	2.50S-17	$31.95	
	3.00S-17	$38.95	
	3.25S-17	$42.50	
	2.75S-18	$37.25	
	3.00S-18	$39.85	
	3.25S-18	$43.95	
	3.50S-18	$46.50	
	4.00S-18	$50.95	
	2.75S-19	$17.95	
	3.00S-19	$19.95	
	3.25S-19	$44.65	
	3.50S-19	$47.65	
	4.00S-19	$27.35	
SM MKII	5.00S-16	$57.25	Rear: a special large section 16-inch tire designed to compliment the Speed-master MKII front tire.

CHENG SHIN (GP-4-6)

C-Rib	2.25-17	$12.97	Front: rib design for straight line stability, small displacement applications.
	2.50-17	$15.02	
	2.75-17	$18.34	
	3.00-17	$22.17	
	2.50-18	$15.94	
	2.75-18	$19.50	
	3.00-18	$23.34	
	2.75-19	$20.22	
	3.25-19	$27.95	
	3.00-21	$28.29	
C-180	3.50-18	$30.59	Front or rear: all-purpose street, general replacement applications.
	4.00-18 (6PR)	$40.92	
	4.50-18 (6PR)	$46.90	
C-231	2.50-18	$15.94	Front or rear: all-purpose street, general replacement applications.
	2.75-18	$19.50	

DUNLOP (GP-7-10)

K70	3.50-18	$42.55	Front or rear: tube-type, provides wet or dry traction on paved or unpaved roads.
	4.00-18	$46.17	
F3	3.25S-18	$30.48	Front: designed for mid-sized bikes.
F7	3.00S-18	$28.12	Front: a basic rib design for middle to lightweight bikes, rounded profile.
	3.25H-19	$38.19	
	3.50S-19	$39.23	
K77	3.25S-19	$41.03	Front: designed for improved front wheel braking on middle-weight machines.

FORMULA (GP-11-13)

F741 Universal	3.50-18	$31.29	Front or rear: round profile, deep tread pattern for wet or dry adhesion.
	4.00-18	$35.20	
	4.25-18	$36.20	
	4.50-18	$39.20	
	3.25-19	$30.20	
F752 Mover	5.10-16	$42.20	Front or rear: tube-type with tread pattern similar to Dunlop K81, rounded profile.
	5.10-17	$43.20	
	3.50-18	$33.20	
	4.00-18	$37.20	
	4.25-18	$38.20	
	4.50-18	$41.20	
	5.20-18	$44.20	
	3.25-18	$32.20	
F753 Rib	3.00-18	$26.20	Front: tube-type, rounded profile, designed as a match for the F 752 Mover.
	3.25-19	$32.20	
	3.50-19	$34.20	

GOODYEAR (GP-14-16)

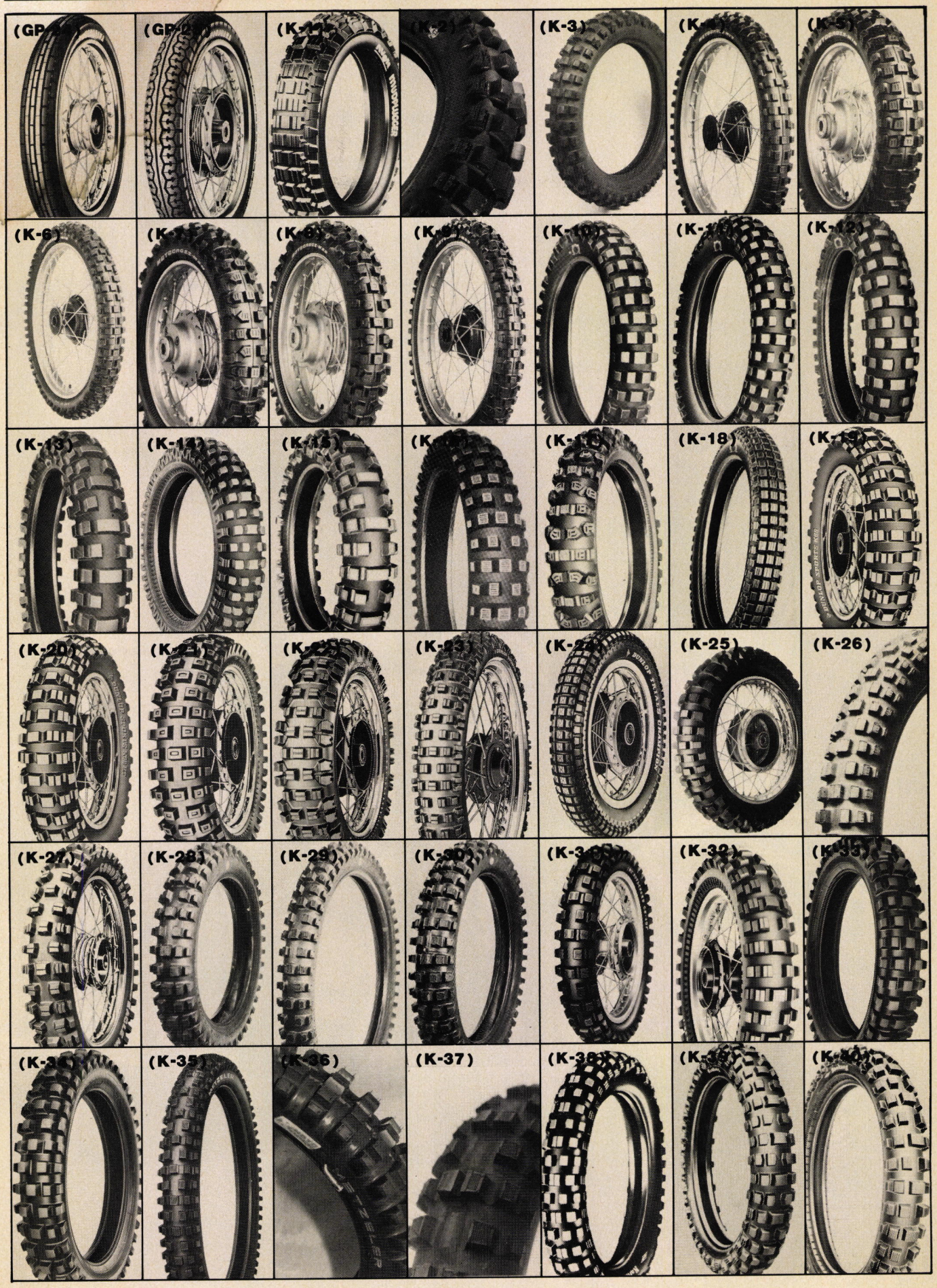
Eagle A/T	MT90-16	$59.50	Front or rear: tube-type, all-purpose economy-range tire, raised white letters available at extra cost.
	ML90-18	$46.30	
	MN90-18	$52.00	
	MR90-18	$56.45	
	MJ90-19	$45.35	
Eagle A/T Rib	MJ90-18	$42.70	Front: tube-type, ribbed tread pattern for increased steering accuracy and straight line stability.
	MJ90-19	$45.35	
Speed Grip	MT90-16 (B)	$63.75	Front and rear: designed for heavy-duty road use, O.E. on some Harley-Davidsons.
	MT90-16 (C)	$65.10	

MICHELIN (GP-17-18)

M38- & M38R	3.00-18R		Front and rear: designed for lightweight machines 350cc and under, commuting and pleasure riding, tube-type.
	3.25-18R		
	3.50-18R		
	3.25-19		
M38S	3.00S18		Front and rear: tube-type, designed for medium-weight 650cc and under machines, not for touring or high speeds.
	3.25S18		
	3.50S18		
	4.00S18		
	3.25S19		

NANKANG (GP-19-21)

N741	3.50-16	$34.28	Front and rear: tube-type, designed for light to middle-weight machines.
	4.60-16	$49.28	
	2.75-17	$22.76	
	3.00-17	$27.96	
	3.25-17	$34.48	
	3.50-17	$36.72	
	3.00-18	$28.60	
	3.25-18	$35.60	
	3.50-18	$38.68	
	4.00-18	$51.16	
	4.00-18 (6PR)	$54.84	
	4.50-18	$58.00	
	4.50-18 (6PR)	$61.68	
	3.25-19	$37.24	
	3.50-19	$40.24	
	4.00-19	$52.92	
	4.00-19 (6PR)	$56.51	
N751	3.50-18	$37.16	Front and rear: tube-type, designed for high mileage touring use, rounded profile.
	4.00-18	$47.40	
	4.00-18 (6PR)	$50.84	
	4.25-18	$49.04	
	4.25-18 (6PR)	$52.24	
	4.50-18	$58.00	
	4.50-18 (6PR)	$61.68	
N752 Universal	5.10-16	$53.80	Front and rear: tube-type, patterned after K81 Dunlop tread design, triangular section carcass.
	5.10-16 (6PR)	$57.20	
	3.50/85-18	$37.56	
	4.00/85-18	$48.72	
	4.00/85-18 (6PR)	$52.24	
	4.25/85-18	$50.00	
	4.25/85-18 (6PR)	$53.20	
	4.50/85-18	$58.00	
	4.50/85-18 (6PR)	$61.68	
	5.20-18	$60.48	
	5.20-18 (6PR)	$63.84	
	3.25-19	$33.36	
	3.50-19	$35.84	
	5.10H-17A	$60.64	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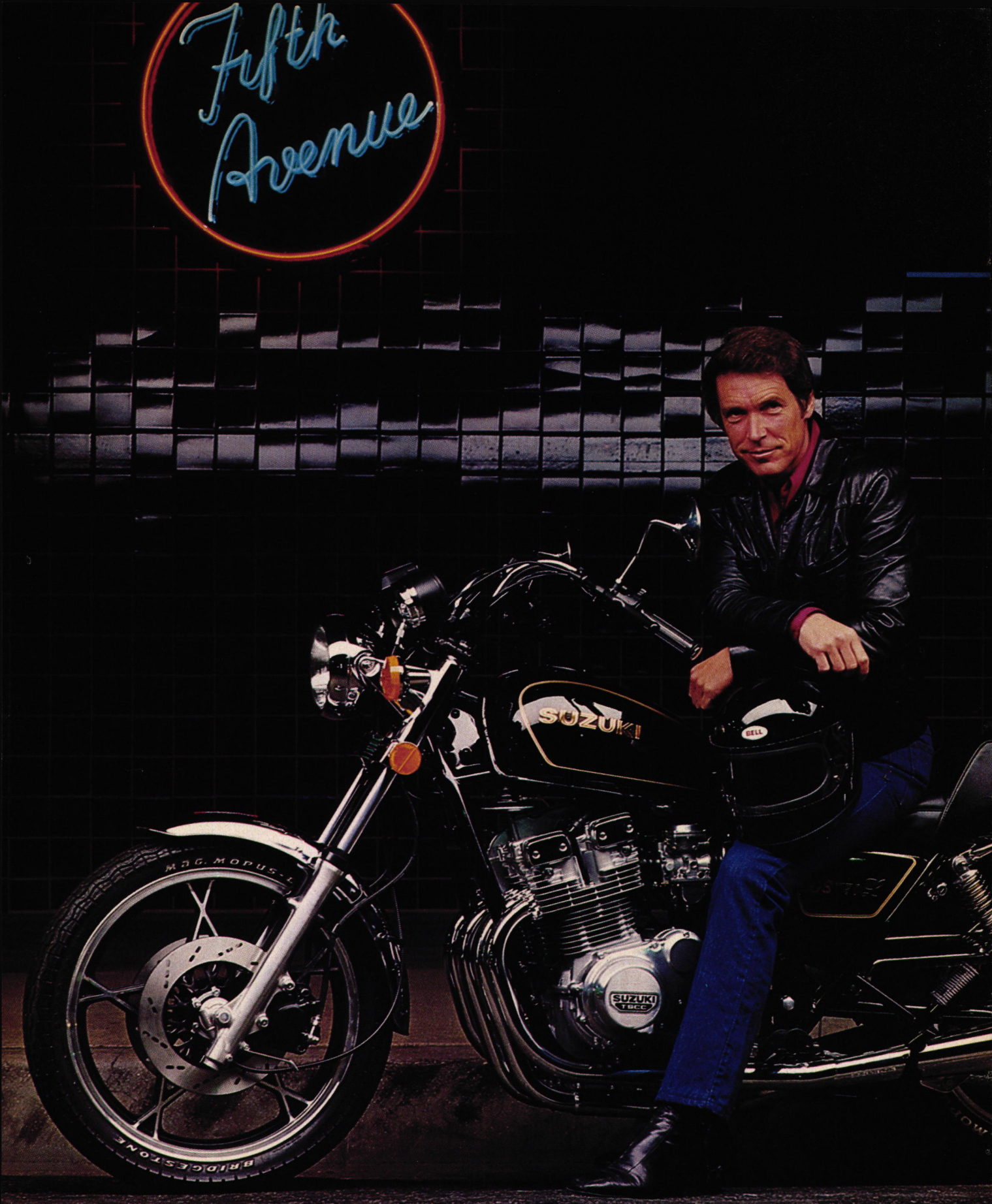


12-Month Unlimited Mileage Warranty

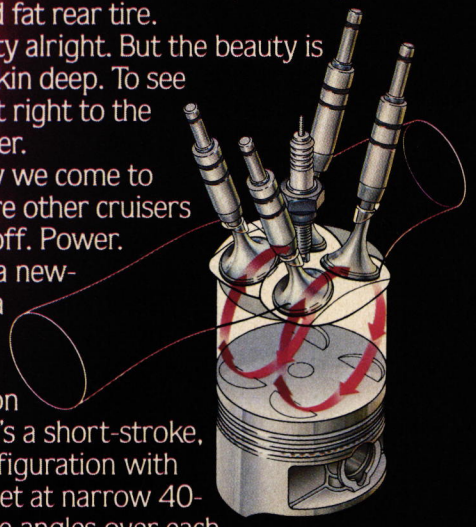
*Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki "GS Model Limited Warranty Policy" at Suzuki dealerships. A similar warranty is offered in Canada.

Style and Sting.

The Style. When it comes to low-riding 'specials', the new GS-750L is extra-special.

To understand why, you have to look past the beautiful exterior. Beyond the leading axle forks, pullback bars, teardrop tank, plush stepped saddle, chopped pipes and fat rear tire.

Oh, it's a beauty alright. But the beauty is more than skin deep. To see why, let's get right to the heart of the matter.



The Sting. Now we come to the part where other cruisers leave off. Power.

This machine uses a new-era engine. Namely a 4-stroke DOHC 16-valver with Twin Swirl Combustion Chambers. It's a short-stroke, big-bore configuration with four valves set at narrow 40-degree angles over each cylinder. This makes for compact combustion chambers where fuel flow is swirled about. So burning is quicker, cleaner and more efficient.

Result: Super high performance (especially in mid-range). And exceptional fuel economy.

Other extra-special features abound on this bike. Triple slotted disc brakes. Electronic ignition. Halogen headlight. Electric fuel gauge. And self-cancelling turn signals to name a few.

Suzuki also backs this stylish stinger with a 12-month unlimited mileage warranty*

So you can be sure you'll never be stung.

Suzuki 1981 SUZUKI® **The Performer.**

Member Motorcycle Safety Foundation. Ride safely. Always wear a helmet, eye protection and appropriate riding apparel.

SPECIAL EDITION: TIRES

MODEL	SIZE	PRICE	REMARKS
NITTO (GP-22–23)			
NT-88	3.00-17	$27.45	Rear: tube-type, designed for high mileage, blocked shoulders for increased cornering rigidity, light to middle-weight machine applications.
	2.75-18	$25.50	
	3.50-18	$39.70	
	4.00-18	$46.70	
NT-184	3.00-18	$31.20	Front or rear: tube-type, designed for high mileage, light-weight utility use.
	3.25-18	$31.75	
SWALLOW (GP-24–25)			
Regular Street	3.00-18		Front or rear: tube-type nylon carcass, triangular section carcass, for general utility purposes on light to middle-weight machines.
	3.50-18		
	4.00-18		
	3.00-19		
	3.25-19		
Rib	2.25-17		Front: tube-type, nylon rounded section carcass, designed for all-weather use.
	2.50-18		
	2.75-18		
	3.00-18		
	3.25-19		
	3.50-19		
YOKOHAMA			
Y954	2.50-18	$20.18	Front: rounded profile, interrupted rib tread design, for light-weight machines.
	2.75-18	$20.18	
	3.00-18	$22.89	
Y955	3.00-18	$22.89	Front or rear: rounded profile, reinforced blocked shoulder sections, light to middle-weight applications.
	3.25-18	$24.57	
	3.50-18	$27.61	
	4.00-18	$33.42	
	4.50-18	$40.03	
MICHELIN (HP-37–38, RO-15)			
M45	3.50H18 PZ2	$75.60	Front and rear: tube type, similar to standard high-performance M45 but with special compounds—PZ2 for maximum all-weather adhesion; PY4 for cool weather and heavy rain situations only, superbike applications.
PZ2 &	4.00H18 PZ2	$80.13	
PY4	4.25/85V18 PZ2	$88.43	
	3.50H19 PZ2	$75.60	
	4.25/85V18 PY4	$85.65	
	2.00S18	$29.65	
	2.25S18	$31.25	
M38	2.50S18	$36.55	Front and rear: tube type, approved for street use, but often used for 125cc roadracing events.
PZ2	2.75S18	$45.23	
	3.00S18	$54.68	
S41	3.25H18	$70.95	Front and rear: designed for wet weather conditions, tube-type, for 250 and 350cc machines.
PZ2	3.50H18	$75.60	
	3.25H19	$74.93	
AVON (K-1)			
Mud-plugger	3.00-21	$51.50	Front and rear: radial "double crossply" casing, 3-ply construction, designed especially for trials competition.
BARUM (K-2–3)			
S-27 Motocross Special	3.00-21	$17.95	Front: designed to compliment the S-28 rear tires, 4-ply all-terrain, soft rubber compound, flexible sidewall, nylon carcass.
S-28	4.25-18	$36.00	Rear: 4-ply, reinforced sidewall, soft terrain tire, nylon standard section carcass.
	4.75-18	$39.95	
S-9A/B Six Days	3.00/3.20-21	$19.95	Front and rear: 4-ply, low profile, reinforced sidewall, designed for six-day trials competition.
	4.75-18	$39.95	
BRIDGESTONE (K-4–9)			
M17	2.75-21	NA	Front: medium compound, all-terrain tire, reinforced sidewall, designed for good cornering capabilities.
	3.00-21		
M18	4.00-18	NA	Rear: soft compound for hard surface conditions, geometric voids engraved in each knob to help create more driving edges.
	4.10-18	NA	
	5.10-18	NA	
M19	3.00-21	NA	Front: soft compound for hard surfaces, designed for precise steering, dimpled knobs.
M20	4.00-18	NA	Rear: medium compound designed for use on medium hard to soft surfaces, open-block tread pattern, available in low-profile.
	5.15-18	NA	
M22	4.00-18	NA	Rear: medium compound for use on medium hard to soft surfaces, reinforced sidewall.
M23	3.00-21	NA	Front: medium compound, all-terrain tire, reinforced sidewall, designed for precise cornering capability.
ED-1	2.75-21	NA	Front: medium compound enduro and all-terrain tire, designed for Honda's XR series machines.
	3.00-32	NA	
ED-2	4.10-18	NA	Rear: medium compound, low-profile, reinforced sidewall, designed for Honda's XR series machines.
	4.60-18	NA	
CHENG SHIN (K-10–18)			
C-183	3.50-16	$27.14	Front and rear: medium spaced lugs for changing terrain conditions.
	3.00-19	$26.39	
	3.25-19	$27.85	
	3.50-19	$31.37	
	4.00-19 (6PR)	$42.54	
	3.50-21	$34.10	
	3.50-21 (6PR)	$40.60	
C-183A	3.00-16	$23.37	Front and rear: hard compound, soft terrain tire with wrap-around knobs and nylon carcass.
	2.75-17	$18.34	
	3.00-17	$24.35	
	3.25-17	$27.24	
	3.50-17	$28.74	
	2.75-18	$19.74	
	3.00-18	$25.97	
	3.50-18	$30.55	
	4.00-18	$37.57	
	4.00-18 (6PR)	$40.92	
	4.50-18 (6PR)	$46.94	
	2.75-19	$19.99	
	2.50-21	$19.30	
	2.75-21	$23.60	
	3.00-21	$28.29	
	3.50-21	$34.10	
	3.50-21 (6PR)	$40.60	
C-183B	3.25/3.50-18	$27.47	Rear: designed for softer terrain than the C-183A, wider-spaced lugs with wrap-around tread, nylon carcass.
	3.75/4.00-18	$33.29	
	3.75/4.00-18 (6PR)	$36.17	
	4.60-18 (6PR)	$46.15	
C-183D	3.60-18	$30.85	Rear: hard compound, soft terrain and mud tire, nylon reinforced carcass.
	4.10-18 (6PR)	$37.94	
	4.60-18 (6PR)	$48.52	
	3.00-21	$28.29	
C-183S	3.50/4.00-18 (6PR)	$37.57	Rear: soft compound, hard terrain tire, rim-saver sidewall design.
	4.00/4.50-18 (6PR)	$48.24	
	3.00-21	$28.29	
	3.25/3.50-21 (6PR)	$44.54	
C-703	5.00-17	$44.24	Rear: designed for very soft terrain use, hard rubber compound, wrap-around tread pattern.
	5.00-17 (6PR)	$50.19	
	5.00-18 (6PR)	$48.65	
	5.30-18 (6PR)	$59.32	
C-755	5.30-17 (6PR)	$52.42	Front and rear: soft compound, hard terrain tire, available in low-profile sizes.
	2.50-18	$16.52	
	3.50-18	$30.55	
	3.75-18	$31.10	
	4.10-18	$35.20	
	4.10-18 (6PR)	$37.94	
	4.60-18 (6PR)	$46.15	
	5.30-18 (6PR)	$51.22	
	2.75-21	$23.60	
	3.00-21	$28.29	
C-759	4.00-18	$39.69	Rear: a new design for use on soft to medium hardness terrain, medium rubber compound.
C186	3.50-17	$28.74	Front and rear: specially designed tread pattern and rubber compound for trials competition, flexible sidewalls.
	4.00-17 (6PR)	$38.12	
	2.50-18	$16.22	
	2.75-18	$19.74	
	3.00-18	$25.97	
	3.25-18	$27.47	
	3.50-18	$30.55	
	3.75-18	$31.10	
	4.00-18	$37.57	
	4.00-18 (6PR)	$40.90	
	4.50-18 (6PR)	$46.90	
	3.00-19	$26.39	
	3.50-19	$31.37	
	2.75-21	$23.60	
	3.00-21	$28.29	
DUNLOP (K-19–24)			
K88	5.00-17	$46.05	Rear: hard compound with open block pattern for soft to intermediate terrain.
	4.00-18	$44.18	
	5.00-18	$55.33	
K88HT	5.10-18	$58.65	Rear: special soft compound with stiff shoulder knobs for hard terrain use.
K190	2.75-17	$26.37	Front and rear: designed for all-around per-

SPECIAL EDITION: TIRES

MODEL	SIZE	PRICE	REMARKS
	5.10-17 (6PR)	$50.74	formance over varying terrain.
	4.10-18	$39.46	
	4.60-18	$46.17	
	4.50-18 (6PR)	$52.68	
	3.00-21	$36.81	
	3.15-21	$40.67	
K290	5.10-18	$57.20	Rear: soft terrain, hard compound tire with
	4.10-18	$49.00	dual side knobs and reinforced sidewalls, low-profile design.
K290	3.00-21	$40.15	Front: identical qualities to rear above, but for front application.
Trials	4.00-18	$53.94	Front and rear: specially designed 2-ply tire for
Champion	2.75-21	$46.05	trials competition.

FORMULA (K-25)

F740	3.50-18	$30.20	Front and rear: 4-ply tires of medium compound with open-block tread pattern and flexible sidewalls.
	4.00-18	$35.20	
	4.50-18	$37.20	
	3.25-19	$30.20	
F783	3.75-18	$36.20	Front and rear: 4-ply designs for soft terrain with hard compound and reinforced sidewalls, extra-large variable pitch knob pattern.
	4.25-18	$38.20	
	5.00-18	$41.20	
	3.00-21	$31.20	

FULL BORE (K-26)

MX	2.75-21	$14.95	Front and rear: a medium-hard compound tire for intermediate to soft terrain, wrap-around tread design, reinforced sidewalls.
	3.15-21	$17.95	
	3.50-18	$19.45	
	4.20-18	$24.95	

GOODYEAR (K-27)

Eagle	5.00-17	$73.15	Front and rear: soft compound with open block
M/X II	4.00-18	$65.40	tread pattern to provide traction on varying terrain, 3.00-21 uses 3-ply nylon carcass, all others use 4-ply.
	4.50-18		
	4.75-18		
	3.00-21		

HI-POINT (K-28-29)

Red Dot 4	3.00-21	$43.45	Front and rear: 4-ply nylon reinforced sidewall
	100/90-18	$50.90	carcass, hard compound, designed for motocross and enduro use in soft terrain.
	4.50-18	$51.25	
Red Dot 2	3.00-21	$43.45	Front and rear: 2-ply nylon carcass with flexible sidewalls, soft compound for motocross on hard surfaces.
	100/90-18	$50.90	
	4.50-18	$51.25	

IRC (K-31-32)

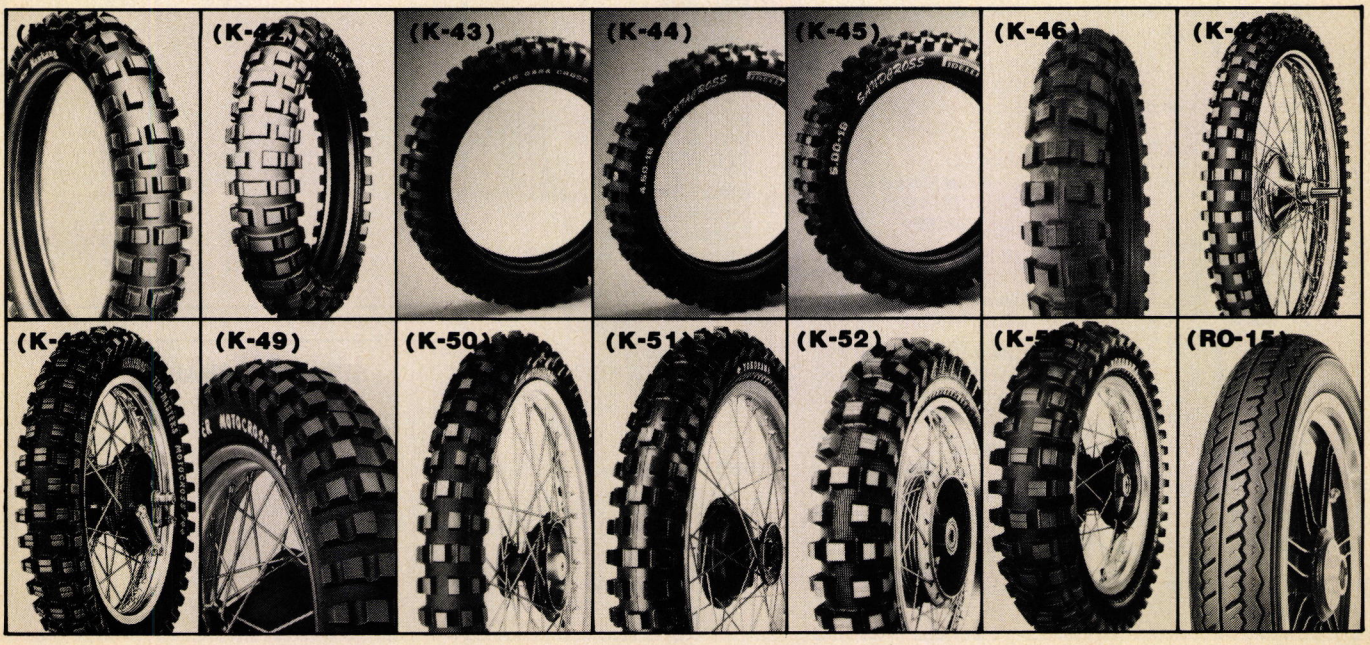
45F	3.60-14	$23.46	Front and rear: soft compound, hard-terrain
	4.10-14	$25.08	tire with reinforced sidewalls and staggered tread pattern.
	4.10-18	$40.53	
	2.50-14	$17.97	
	2.50-16	$21.99	
	2.75-16	$22.50	
	2.75-17	$22.71	
	2.75-21	$34.83	
	3.00-21	$35.19	
45Z	3.60-14	$24.00	Front and rear: hard compound, soft-terrain
	4.10-14	$28.20	tire, open-block tread pattern, nylon carcass
	110/90-14	$29.40	with reinforced sidewalls.
	2.50-16	$22.20	
	2.75-17	$23.70	
	4.10-18	$42.15	
	5.10-18	$50.22	
	5.10-17	$49.50	
	3.00-21	$38.07	
VE-1	4.00-18	$38.88	Front and rear: designed for enduro use on
	4.50-18	$49.02	hard terrain with rim-saver sidewall and soft
	3.00-21	$35.19	rubber compound.
	3.00-23	$39.09	

METZELER (K-33-37)

MX/ Enduro 4E & 2E	5.00-17	$84.00	Rear: an extra-large all-terrain tire for high horsepower open class bikes only, available in rayon or lightweight nylon carcass.
MX/ Enduro 4E & 2E	100/90-18	$58.00	Rear: soft compound, low-profile design with
	110/90-18	$75.00	long knobs for bikes up to 250cc, available in both rayon and nylon.
MX/ Enduro 4E & 2E	3.75-18	$58.00	Front and rear: soft compound, long knob high
	4.00-18	$65.00	profile, very popular hard terrain motocross
	4.50-18	$75.00	tire, available in rayon (4E) and nylon (2E)
	3.00-21	$54.00	designs.
MX/ Enduro 4E	3.25-21	$59.00	Front: similar to 3.00-21 but with harder compound and reinforced sidewalls for enduro and desert use, available in rayon only.
MX/ Enduro Lateral Valve	4.00-18	$79.00	Rear: a unique design which uses a lateral filler
	4.50-18	$79.00	valve which protrudes through the sidewall,
	5.00-17	$79.00	intended to stop valve stem pullout, left or right side valves, soft compound.
MX/ Enduro III 2E	150/80-18	$79.00	Rear: light weight nylon casing, low-profile, latest MX pattern design, for open class bikes only.

NANKANG (K-38-41)

N740	3.00-17	$27.96	Front and rear: nylon carcass, closed-block
	3.25-17	$34.48	pattern, medium compound all-terrain tire.
	3.50-17	$36.72	
	3.00-18	$28.60	
	3.25-18	$35.60	
	3.50-18	$38.68	
	4.00-18	$51.16	
	4.00-18 (6PR)	$54.84	
	4.50-18	$58.00	
	4.50-18 (6PR)	$61.68	
	3.25-19	$37.24	
	3.50-19	$40.24	
	4.00-19	$52.92	



SPECIAL EDITION: TIRES

MODEL	SIZE	PRICE	REMARKS
	4.00-19 (6PR)	$56.52	
	3.00-21	$33.84	
	3.25-21	$41.72	
	3.25-21 (6PR)	$45.48	
	3.50-21	$44.40	
	3.50-21 (6PR)	$48.12	
N750	3.50-18	$37.16	Rear: nylon carcass, medium compound, a more open-block tread pattern than the N740, wrap-around knobs on sidewall.
	4.00-18	$47.40	
	4.00-18 (6PR)	$50.84	
	4.50-18	$58.00	
	4.50-18 (6PR)	$61.68	
N781	3.75-18	$42.28	Rear: nylon reinforced carcass, hard compound, designed ISDT competition, rim-saver sidewall, all-terrain pattern.
	4.25-18	$51.00	
	4.25-18 (6PR)	$54.32	
	5.00-18	$59.36	
	5.00-18 (6PR)	$62.72	
N783	3.75-18	$42.28	Rear: nylon carcass, variable pitch tread pattern, medium compound.
	4.25-18	$51.00	
	4.25-18 (6PR)	$54.32	
	5.00-18	$59.36	
	5.00-18 (6PR)	$62.72	

NITTO (K-42)

NT-122	4.10-18 (6PR)	$47.20	Front and rear: medium compound, low-profile open-block tread pattern, reinforced sidewalls, designed for desert and MX use.
	4.60-18 (6PR)	$50.15	
	5.10-18 (6PR)	$54.10	
	3.25-21	$36.80	

PIRELLI (K-43–45)

Gara Cross	5.00-17 (2PR)	$79.50	Front and rear: hard compound, open-block design for soft, sandy and rocky motocross and enduro courses, reinforced sidewalls.
	5.00-17 (4PR)	$79.50	
	4.00-18 (2PR)	$66.50	
	4.00-18 (3PR)	$66.50	
	4.50-18 (2PR)	$71.95	
	4.50-18 (4PR)	$71.95	
	3.00-21 (3PR)	$53.95	
Pentacross	4.50-17	NA	Front and rear: soft compound for hard-packed and slippery surfaces, all Pentacross tires are Blueline-type (hard-pack) except the 4.50-18 Superlight. 110/90-18 knobs are 2 mm longer than standard.
	5.00-17	NA	
	4.50-18 (S.L.)	$71.95	
	4.50-18	$71.95	
	3.00-21 (3PR)	$53.95	
	100/90-18 (3PR)	$54.95	
Sandcross	5.10-18	$60.10	Rear: hard compound, wide-open block tread pattern, designed for sand courses, also works well for very muddy terrain.

MODEL	SIZE	PRICE	REMARKS

SWALLOW

Knobby	3.50-18	NA	Front and rear: nylon reinforced carcass, open-block pattern for loose ground use.
	4.10-18	NA	
	4.60-18	NA	
	3.00-21	NA	

TERA FLEX (K-46)

E/MX	4.10-18	$69.95	Rear: medium compound, long knob, nylon casing with flexible sidewalls, very large tires for use on high-horsepower machines where clearance is adequate.
	5.10-17	$74.95	
	5.10-18	$74.95	

TRELLEBORG (K-47–49)

544	3.00-21	NA	Front: medium compound, long knobs, for all-around MX and enduro use, 3.50 provides extra cushion effect.
	3.50-21	NA	
744	5.00-17	NA	Rear: new rounder profile, hard compound, designed for soft and grass tracks, increased knob length, new 5.00 sizes for riders who feel 5.50 is too heavy.
Ten-Masters	5.00-18	NA	
III	5.50-17	NA	
844	5.50-18	NA	
Broad-master	5.00-17	NA	Rear: soft compound with flexible sidewalls, designed for hard and slippery surfaces.
	5.50-17	NA	

YOKOHAMA (K-50–53)

Y900 Super Digger	3.00-19	$28.51	Front: reinforced nylon carcass, medium compound, open-block tread pattern.
	2.75-21	$29.62	
	3.00-21	$33.95	
	3.25-21	$38.38	
	3.50-21 (6PR)	$44.22	
	3.00-23	$39.02	
	3.00-23 (6PR)	$40.47	
Y902 Super Digger	3.00-21	$35.57	Front: medium compound, reinforced nylon carcass, open-block tread pattern.
Y905 Mini Digger	3.60-15	$26.72	Rear: medium compound, open-block pattern for mini-sized bikes.
	3.60-16	$26.61	
Y907 Super Digger	4.10-18	$39.85	Rear: medium compound, reinforced sidewalls, nylon carcass, all-terrain design.
	4.60-18	$44.48	
	5.00-18	$50.73	
	5.50-18	$53.41	
	5.50-18 (6PR)	$57.76	

TIRE MANUFACTURERS & DISTRIBUTORS

Avon
Hap Jones Dist.
1040 Alum Rock Ave.
San Jose, CA 95131
(408) 263-1918

Barum
Malcolm Smith Racing
888 Marlborough
Riverside, CA 92507
(714) 686-1006

Bridgestone
2160 West 190th St.
Torrance, CA 90504
(213) 320-6030

Carlisle
P.O. Box 99
Carlisle, PA 17013

Cheng Shin
P.O. Box 383
Buena Park, CA 90621

Continental Products Corp.
1200 Wall St. West
Lyndhurst, NJ 07071
(201) 460-0200

Dunlop
P.O. Box 1109
Buffalo, NY 14240
(716) 879-8200

Formula Cycletire
P.O. Box 8013
Redwood City, CA 94063
(415) 367-0200

Full Bore
P.O. Box 36
Schenectady, NY 12301
(518) 372-4729

Goodyear
1144 East Market St.
Akron, OH 44136
(216) 794-3259

Hi-Point/Red Dot
3709 West Erie Ave.
Lorain, OH 44053
(216) 244-4101

IRC
14111 Kingsley Dr.
Gardena, CA 90249
(213) 323-7720

Metzeler
P.O. Box 15536
Pittsburgh, PA 15244
(412) 787-8880

Michelin
2500 Marcus Ave.
Lake Success, NY 11042
(516) 488-3500

Nankang
15919 South Broadway
Gardena, CA 90248
(213) 327-7262

Nitto
Nisco Pacific
17317 South Figueroa
Gardena, CA 90248
(213) 532-6893

Pirelli—Dirt
J.T. Racing Imports
303 West 35th St., Suite D
National City, CA 92050
(714) 427-0971

Pirelli—Street
Berliner Motor Corp.
Railroad St. & Plant Rd.
Hasbrouck Heights, NJ 07604
(201) 288-9696

Swallow
P.J. Company, Inc.
20435 Susana Rd.
Long Beach, CA 90810
(213) 639-1000

Tera Flex
Dick Cepek
9201 California Ave.
South Gate, CA 90280
(213) 564-4541

Yokohama
1530 Church Rd.
Montebello, CA 90640
(213) 988-8500

TIRE SIZE CONVERSION CHART

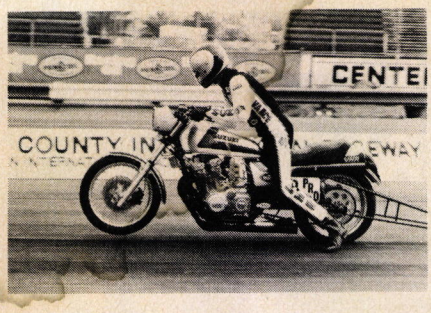
Metric	Inch	Alphabetical/ Numerical
—	2.25	ME
60	2.50	MF
75	2.75	MG
80	3.00	MH
90	3.25	MJ
90	3.50	ML
—	3.75	MM
100	4.00	MN
110	4.25	MP
—	4.50	MR
120	4.75	MS
130	5.00	MT

RIM WIDTH CHART

WM0	1.50-inch
WM1	1.60-inch
WM2	1.85-inch
WM3	2.15-inch
WM4 *	2.50-inch
WM4.5 *	2.75-inch
WM5 *	3.00-inch
WM6 *	3.50-inch

* Not S.A.E. Standards

TSUBAKI SETS THE PACE!



Terry Vance #1 NMRA-IDBA
PRO-STOCK CHAMPION

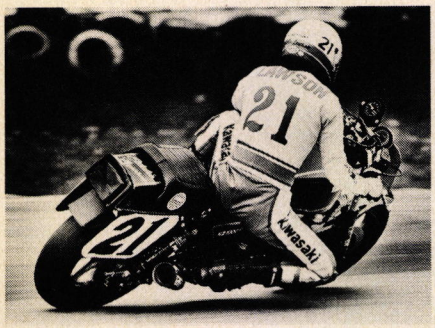
DRAG RACING

The ultimate challenge to both man and machine . . . you have a mere ¼ mile and seconds to prove your superiority. TSUBAKI users again show their superiority winning and setting records in the fastest classes.

TERRY VANCE/VHR captured his 6th national championship in PRO-STOCK. Terry's GS1100 set both ends of the record (8.77 e.t./151.26 mph) and was the 1st in his class to go over 150 mph on his way to winning both the NMRA and IDBA championships.

MIKE BRUSO/POWER ENTERPRISES in A/F class set both ends of the record in NMRA with a 7.82 e.t. at 177.86 mph. Mike's Kawasaki captured the Super Eliminator championship and is also the world's fastest naturally aspirated motorcycle.

JON BAUGH/ORIENT EXPRESS was NMRA runner-up with his A/DT Kawasaki for Super Eliminator. Baugh holds his class record at 169.49 mph.



Eddie Lawson/Team Kawasaki

ROAD RACING

The most rugged challenge where consistency in performance separates the winners from the pack. TSUBAKI chain users have dominated superbike roadracing for 4 years now.

REG PRIDMORE'S Kawasaki won the championship for 3 consecutive years.

TEAM KAWASAKI riders Eddie Lawson and Dave Aldana did a brilliant job of riding in '80 for the superbike title. Team manager Gary Mathers uses and endorses Tsubaki exclusively for its proven endurance.

John O'Mara/Team Mugen Winner
125 U.S. G.P.

MOTOCROSS RACING

The supreme test of rider and machine against the worst elements of mud, sand, water and searing heat. TSUBAKI 520 PRO CHAIN users overcame all these elements and proved the true grit of this new Tsubaki chain.

JOHN O'MARA/TEAM MUGEN in his first year of national competition overcame all the odds at the U.S. 125 GP. He charged through the mud and mire to be the first American and the first privateer to win this prestigious race.

MARTY MOATES/TEAM LOP facing the best international riders ever assembled won the United States Grand Prix. This is the first time in history an American won this event.

The Jammer, "World's Fastest Harley"

BONNEVILLE salt flats has for decades given man one week in which to set the world's top speed record. Tsubaki chain went along for the ride when Bob George in The Jammer Streamliner captured the S-AS-300 record at 276.375 mph. The twin Harley powered machine is "The World's Fastest Harley."

One Year Guarantee

Tsubaki offers a one year guarantee to prove we make the best motorcycle chain available. No other chain manufacturer makes an offer like this, because no one else can make a chain exactly like this.

HI-PERFORMANCE "QR" SERIES Solid rollers, shot peened parts, special alloy steel, extra heavy press fit pins, quad staked riveting. Each chain is prestressed/prestretched on actual sprocket teeth.

520 "PRO" SERIES All of the above features of the QR series with the addition of shouldered and projected bushing design which virtually eliminates kinking—especially designed for high power dirt bikes . . . sand, mud, grit, water won't stop it!

"HSL" SERIES SELF-LUBE CHAIN Extra heavy link plates, sintered metal bushings engineered to critical tolerances, and specially formulated lubricant impregnated in the bushings. Proven in thousands of hours of roadracing, this is a true self lubricating chain for the road touring enthusiast.

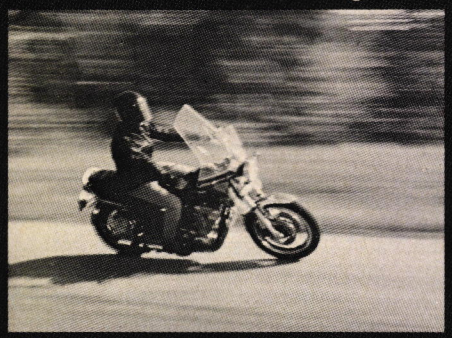
NICKEL PLATED "530QR/NP" SERIES Has all the features of the hi-performance QR series together with a brilliant show quality nickel finish. Tsubaki's unique plating avoids hydrogen embrittlement and also acts as a rust inhibitor.

TSUBAKI MOTORCYCLE CHAIN
UST, Inc., Wheeling, Illinois 60090, U.S.A.
ALSPEED PRODUCTS, Ltd.,
Mississauga, Ontario, Canada

SILHOUETTE
The Fairing For the 80's

"The fairing for riders who never liked fairings before."

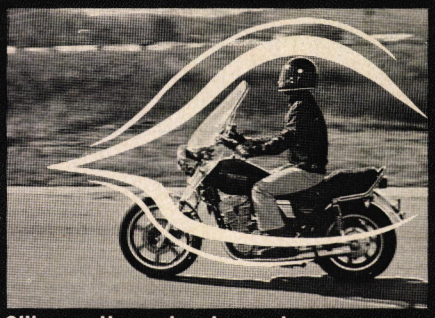
It used to be that most riders didn't like fairings because they added weight and a bulky, clumsy appearance to an otherwise trim and powerful looking motorcycle. Of course, these same riders have had to put up with a lot of discomfort due to wind chill and buffeting.



"No other fairing offers this much riding comfort."

Then in 1975, we introduced the Silhouette and it quickly became known as the "fairing for riders who never liked fairings before". The Silhouette is light, (less than 9 pounds) and anything but bulky looking. In fact, from some angles it becomes practically invisible, and from any angle, the lines of the bike show right through.

The Silhouette fairing has a unique, patented cushion-mount system that absorbs road and bike vibrations to assure a long, trouble free life. It is manufactured from premium quality, 3/16" thick, cast acrylic in either clear or light smoke gray tint. There is a Silhouette model available to fit every road bike made.



Silhouette sets closer to you, adjusts to your height, and extends lower to stop up-drafts.

We could say nice things about ourselves all day, but you might be more impressed to hear it from the experts... the professional rider-writers from the bike magazines:

RIDER, June 1979—"I have ridden behind this fairing before and found the protection excellent, on a par with much more expensive frame-mounted models. Was I surprised when more than doubling the 55 MPH speed limit that I found the fairing had only a minimal effect on handling."

Silhouette looks great...when you can see it at all.

CYCLE WORLD, April 1979—"...the amount of protection is greater than any ordinary handlebar-mount fairing...where the difference is noticed most is around the kidneys and down low."

CYCLE, 1980 Annual Street & Touring Guide—"The Silhouette is finished with first class care and hardware. We recommend it if you're looking for both maximum protection and quality finish."

Ask your favorite motorcycle dealer about Silhouette. It's the one fairing that does things the others can't do. If he doesn't have a Silhouette for your bike, just have him give us a call. We have your fairing in stock and we'll ship it immediately.

Just remember...

THERE IS ONLY ONE...

Silhouette

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Write for latest free model guide brochure.

SPORT LINES

Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed

EDITED BY JEFF BURTT

On The Good Ship Stadiumcross

Child-star faces training-bra crisis—film at eleven.

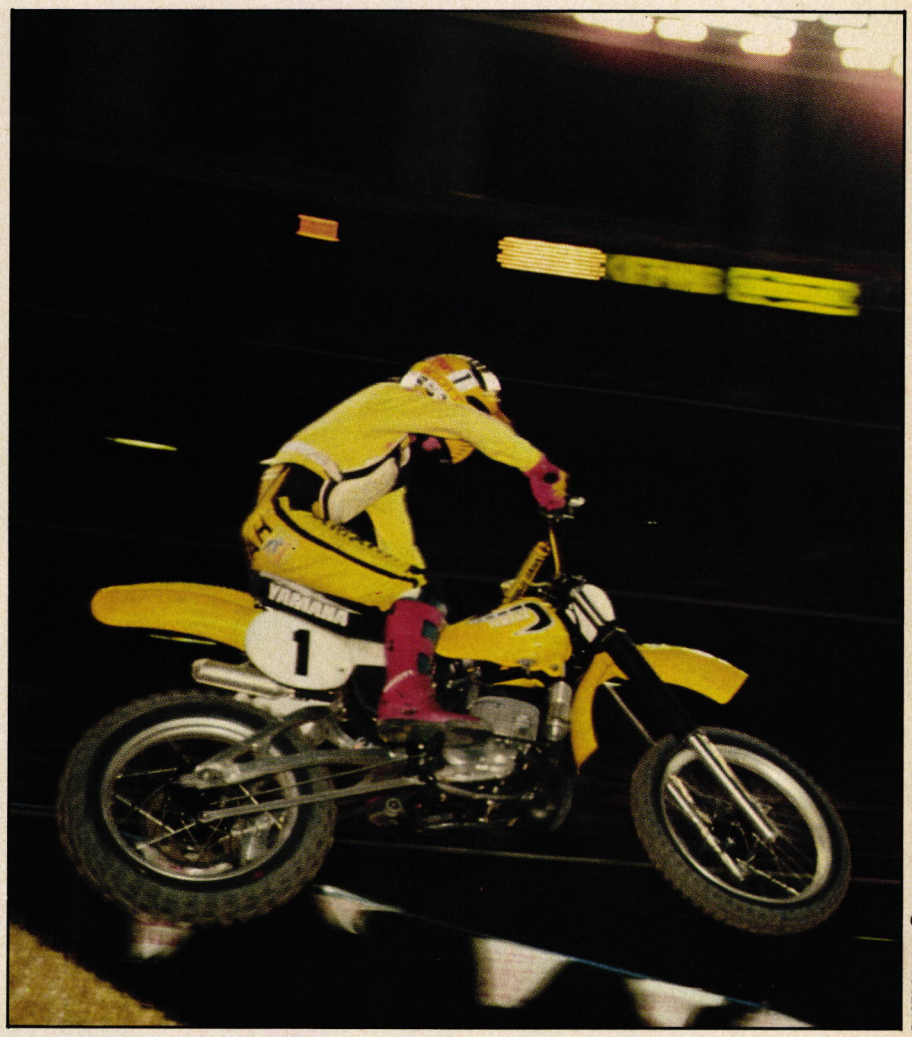
• Supercross isn't the child-star it was in the early Seventies. When promoter Mike Goodwin invented stadium motocross racing at the Los Angeles Coliseum in 1973, berm-bust warfare took on new life. You could watch the entire conflict and the only time you had to get out of your Section A/Row G/Seat 9 hangout was to replenish—or recycle—beer. Almost overnight, motocross was transformed into a show as well as a race, all because of the new child-star—Supercross.

Well, the child's getting older and, slowly, the crowds are thinning. The AMA and stadiumcross promoters are nearing a moment of truth, and perhaps are facing the same crisis that Shirley Temple's parents, agents and manager confronted when she approached training-bra status: Supercross is nearing puberty. It's time people gave it more than child-star billing, and treated it like a business—a racing business. Because if the undernourished 1980 ticket sales are any indication, child casting doesn't cut it anymore with the dirt racing crowd.

The AMA's Mike DiPrete says of Supercross, "It evolved through the promoters. They saw the potential for stadium racing, and were actually the real sanctioning bodies at the time. The AMA became interested, and the sport grew because of spectator support." But after swelling attendance the first few years, interest waned as a new decade was ushered in. For instance, the New Orleans indoor race last year drew slightly more than 10,000 people—and the Superdome holds 75,000.

There's no explanation for the failure of the New Orleans race, which has been referred to by some as the "No Orleans Superho-hum." Even the hapless Saints football team drew larger crowds than Bell, Howerton and the rest of the MX bunch.

The Superbowl of Motocross's first announcer, Moto-Mouth Larry Huffman, sadly stated after the New Orleans affair, "I think stadium motocross has reached a plateau." Huffman, who is a figurehead at the Carlsbad USGP and many other racing events, feels three reasons contributed to the 1980 downward Super-spiral: "The economy, two-day races, and the absence of Bob Hannah. Let's face it, we're in the middle of a recession, and people are being careful about how they spend their entertainment dollar."



PHOTOGRAPHY © 1981 PATRICK BEHAR

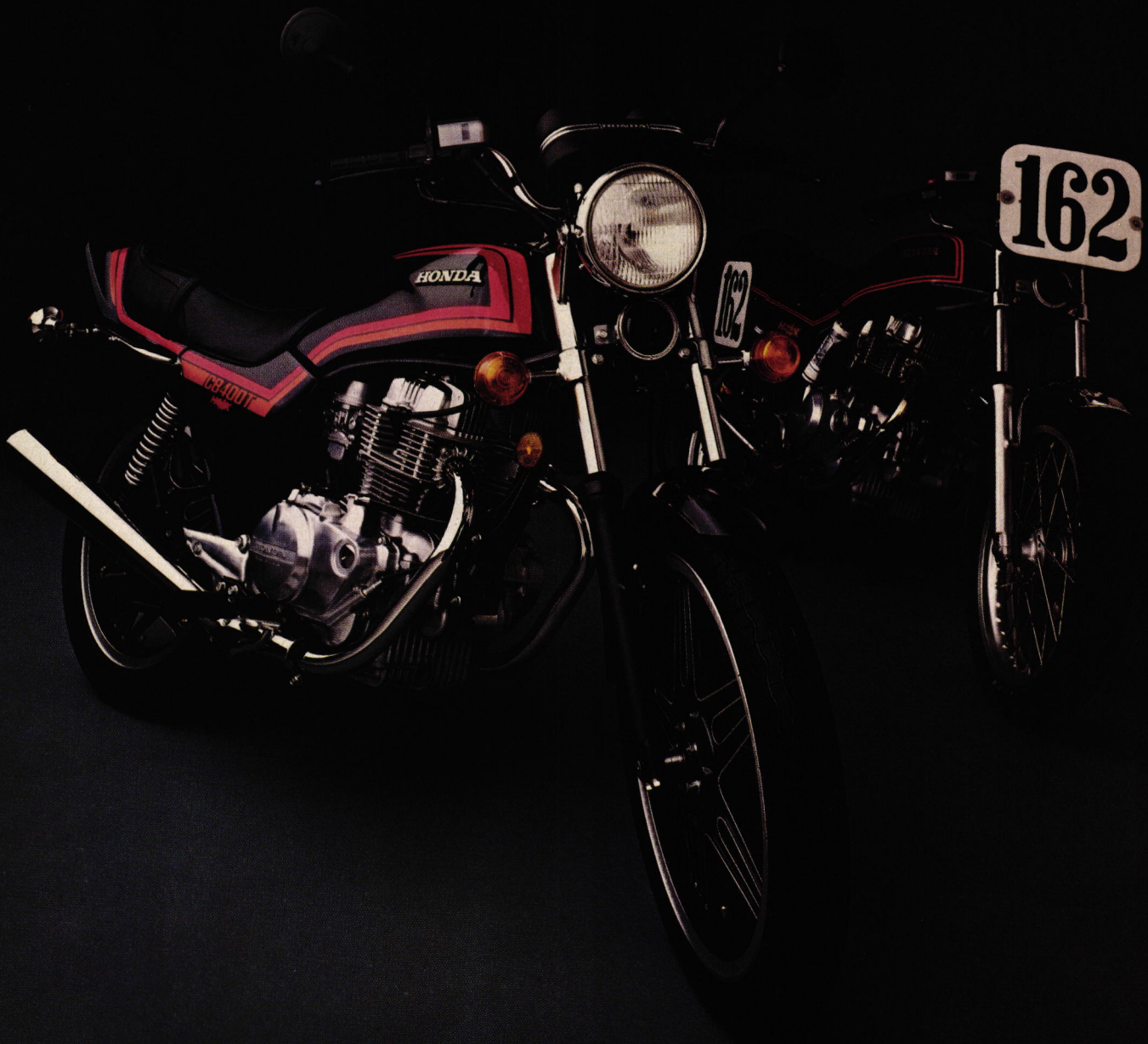
DiPrete concurs with Moto-Mouth's economic hypothesis: "Stadiumcross is basically a spectator event, rather than a race. People that go are *entertainment* seekers, not race-goers. Since economics play a factor in the entertainment these people pay for, they have to make a choice between Supercross events and, say, movies. 1980 was a poor economic season for everybody, and for that reason I feel Supercross suffered."

Huffman's contention that two-day events confuse the issue of who's King of the Berm at any particular stadium event is disputed by DiPrete: "The doubleheaders may have cut crowds a little. But if all (1980) doubleheaders were one-nighters, I'm guessing the crowds wouldn't have been much bigger. Maybe the doubleheader hurt Los Angeles, though." Maybe so, because it was enough for Mike Goodwin to forget any plans to stage a 1981 twin bill. The Superbowl of Motocross, the granddaddy of the indoors, will once again be a solo showdown in 1981, in hopes of regaining 60,000-plus in the stands.

But not all doubleheaders have been erased from the Supercross calendar. Pace Promo-

Continued

Should it wear a license plate or a number plate?



If you want high performance without a high price, Honda built a machine especially for you.

Because the Hawk™ doesn't just look racy.

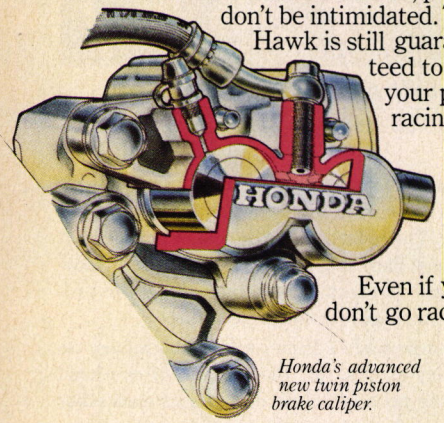
It races.

You're looking at the favorite mount of many racers in the 430 cc Box Stock and Modified classes.

A motorcycle that in the last few years has visited the finish line as many times as a checkered flag and earned its share of the champagne.

As well as a few championships along the way.

If you, however, are more interested in the street than the track, please don't be intimidated. The Hawk is still guaranteed to send your pulse racing.



Even if you don't go racing.

Honda's advanced new twin piston brake caliper.

How to handle Daytona, Nelson Ledges, Riverside, Laguna Seca and the competition.

Nothing in its class handles the esses, the curves and the hairpins of a race track like the 1981 Hawk.

At just 375 pounds dry, it's light and trim, athletically nimble.

Its tubeless tires run cooler while its aluminum alloy ComStar™ wheels reduce axial flex for better wheel rigidity in turns.

To make the Hawk easily adaptable to different load and track conditions, Honda uses Variable Hydraulic Damping™ shocks in back and air-adjustable forks with an equalizer up front.

The shocks offer a choice of five different spring preload settings, the forks are almost infinitely adjustable.

With suspension like this, you're obviously going to need a generous amount of cornering clearance. So the pipes are swept up at the ends and the sidestand and centerstand are designed to tuck up out of the way.

How far can Honda take 395 cc's?

All the way to the finish line.

But it's unlikely you'll believe how the Hawk goes, until you see how it comes. Its engine displaces 395 cc's in an air-cooled vertical twin configuration.

Complete with sophisticated touches like an overhead cam and no-maintenance Tri-Pulser™ capacitor discharge ignition.

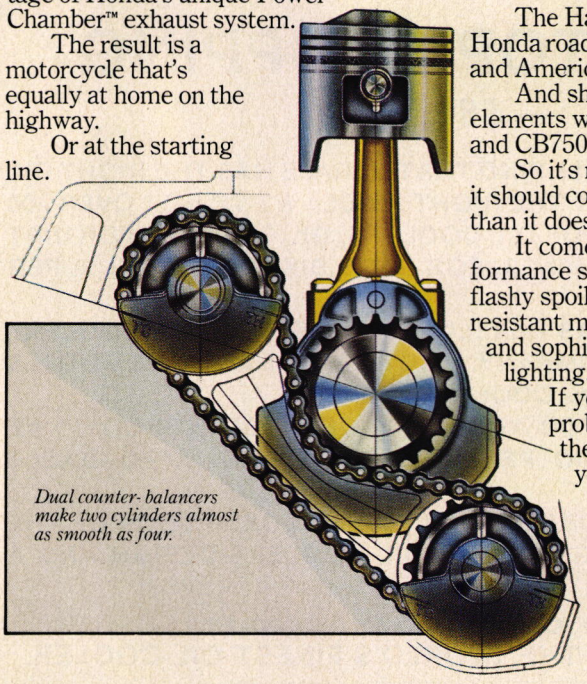
With Honda's three valve Pentroof™ combustion chambers, individual valve weight can be reduced while valve area is increased. This means that higher rpm's can be achieved without valve float.

To reduce vibration, the engine employs dual counter-balancers. Not only does this give the rider a smoother ride, it allows the use of a lighter frame to further decrease overall motorcycle weight.

The powerplant is fed by two 30 mm constant velocity carburetors with an accelerator pump for smoother low end response. And to improve mid-range power, the Hawk takes advantage of Honda's unique Power Chamber™ exhaust system.

The result is a motorcycle that's equally at home on the highway.

Or at the starting line.



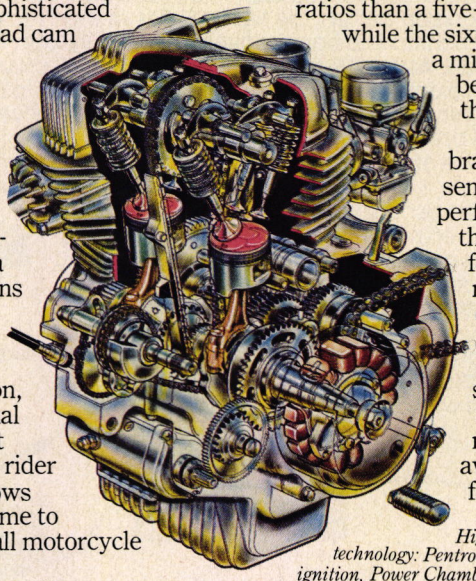
Dual counter-balancers make two cylinders almost as smooth as four.

Six ways to go, a new way to stop.

To make maximum use of every ounce of horsepower, the Hawk has a special close-ratio six-speed transmission.

This gives the rider closer gear ratios than a five-speed can offer, while the sixth speed acts as a mild overdrive for better mileage on the highway.

And because braking is an essential part of high performance riding, the 1981 Hawk features Honda's new twin piston caliper disc brake. This special design uses a shorter caliper to reduce flex and mounts farther away from the axle for more leverage.



High performance from high technology: Pentroof™ heads, Tri-Pulser™ ignition, Power Chamber™ exhaust.

Also new this year, is a lightened disc that helps reduce unsprung weight.

It's already earned its stripes.

The Hawk is based upon years of Honda road racing experience in Europe and America.

And shares a multitude of design elements with the awesome CB900F and CB750F.

So it's no accident that it looks like it should cost one or two thousand more than it does.

It comes complete with high performance striping, a sculpted tank, a flashy spoiler tail section, vibration-resistant mirrors, a lightweight fender and sophisticated new instrument lighting.

If you're like most people you'll probably agree that this is one of the best looking motorcycles you have ever seen in this class.

Certain individuals will probably believe it needs a little something extra before it's perfect, however.

A number plate. And a number one to go with it.

HONDA

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Terry Vance agrees

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Martek has applied advanced technology to a new 440 that makes even OUR Number One ignition better. The New 440 has so much sparking power it can't be contained behind the points cover. This new system is equipped with an advanced POWER AMPLIFIER that's matched to Martek's world famous optically triggered electronic system. The separate Power Amplifier is packed with quicker switching, high capacity transitors that deliver that punch. This technological breakthrough wrenches out every ounce of horsepower your motorcycle is designed to deliver. You can also make the NEW 440 even more potent by adding a set of BLUE GOOSE coils; the hottest thing on the market!

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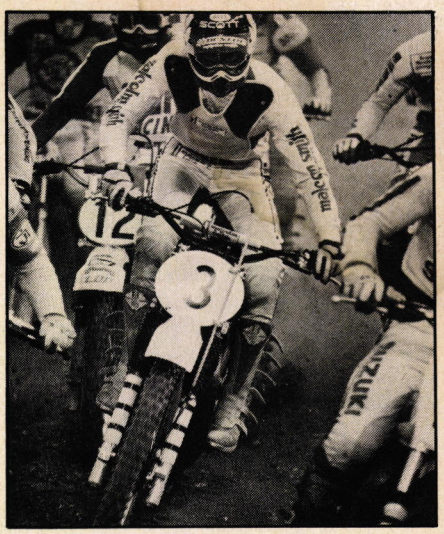

Mike Bell burst through the pack in '80

"Too Tall" takes an MX-size cup.

tions, the fomenter of the dual-race concept, plans on continuing what it feels is a good thing. The reasons pivot on one important factor, says Pace spokesman, C.E. Altman: "Economics." In short, Pace figures it's best to promote two races for the price of one.

Altman wishes Pace could make money on one-day events, but the amount of overhead and the price of tickets don't equal each other on the ledger sheet. "At our ticket prices, you have to have a near-sellout for a one day event to make money. So we have doubleheaders to compensate. To make sure we don't scare away the crowds, we've left our ticket prices alone this year and we're committed to doubleheaders to keep our revenues up.

"Advertising is a fixed cost for one- or two-night events. And advertising is the largest overhead expense we face. So running two races actually doesn't cost us any more to advertise than one."

Economics or not, Huffman feels Hannah's 1980 Supercross demise—as a result of a broken leg—definitely hurt the sport. And one man who's convinced that Hannah is a viable marketing asset to arena racing is Yamaha's team manager, Ken Clark. The man who oversees all of Yamaha International's racing activities views "Hurricane" Hannah as the Muhammad Ali of motocross: "Without him, the fans won't turn out," says Clark. But the outdoor crowds, sans Hannah, were *up* in 1980. One rider might not a series make.

Interestingly, most riders don't care much for the indoor events. Says 250cc National champ Kent Howerton, "I'd really just rather ride outdoors, because that's where you find out who's best." Honda's Chuck Sun agrees: "I'd like to see the Nationals regain their importance. The true physical and mental exertion of the sport exists there."

Most riders feel a stadium race is decided in the first hundred yards of the main event. The rider leading into Turn One, if he doesn't make a major mistake the rest of the race, usually wins because most stadium courses are twisty and narrow, and passing becomes a feat of

Continued

IMPROVE YOUR RIDING STYLE.

Introducing Yamaha add-ons for the most over-looked part of your motorcycle.

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Fashionable yet functional accessories that go with each other as well as they'll go with your Yamaha.

Windbreakers, jerseys, sport-shirts and t-shirts in colorful and durable materials. Plus color coordinated helmets to fit heads and wallets of all sizes.

You can see our entire sportswear line at your nearest Yamaha dealer.

Come on in.

And wear our name out.

YAMAHA

THE WAY IT SHOULD BE.

Honda put together the first dual purpose motorcycle the magazines couldn't take apart.

Sometimes it seems like the motorcycle magazines have something against dual purpose motorcycles.

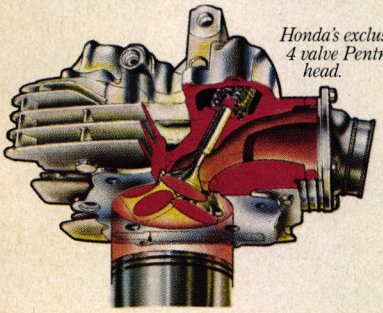
Listen to *Cycle World* for example: "Normally dual purpose machines are compromises between dirt and street designs . . . the result is a motorcycle that doesn't do anything well."

So it's no surprise that when the motorcycle press got ahold of last year's Honda XL500S, they gave it the most grueling test rides imaginable.

Then they told the world exactly what they thought of it.

The XL500S is the best dual purpose motorcycle you can buy.

The results were unanimous.



Honda's exclusive 4 valve Pentroof™ head.

Straight from the horse's mouth.

Cycle, the most popular magazine on two wheels, began with an august statement. "The big Honda thumper is unequivocally the best dual-purpose bike available today."

Cycle World named it one of the Year's Ten Best Motorcycles, but didn't stop there. ". . . it's more than just the best dual purpose bike, it's also one of the best small street bikes available.", they said.

Cycle Guide was just as complimentary. "It's the Cadillac of the class."

Motorcyclist named it "The Best Buy for 1980" out of a competitive field that wasn't merely dual purpose machines, but every motorcycle offered for sale in 1980.

And *Dirt Bike,* a magazine well-known for its thrash-it-within-an-inch-of-its-life riding style, simply said "Without a doubt, the Honda XL500S is the best big, four-stroke dual-purpose motorcycle built today."

There's only one problem with these great reviews. They're for the 1980 XL500S.

What are the magazines going to do this year?

Because this year's XL500S is even better than last year's.

Thumper and lightning.

The heart of the XL500S is what riders and reviewers affectionately call a thumper.

A big, single cylinder four-stroke with gobs of power and mountains of torque. Honda has taken the basic idea and refined it into one of the most comfortable and versatile powerplants on earth. Or off.

Honda's technologically advanced Pentroof™ combustion chamber uses four valves instead of the more conventional two.

And delivers better breathing at high rpm's without valve float.

By using two exhaust ports, the exhaust pipes can be tucked in closer to the frame while still improving exhaust flow efficiency.

To make it easier to start than an ordinary dual purpose machine, the XL500S employs an automatic compression release. As you kick down on the starter, the exhaust valves open slightly to reduce engine compression and resistance.

There's also a manual compression release

mounted on the handlebars for bump starting on downhills.

And to make it easier to maintain, the XL500S uses a high performance capacitor discharge ignition. No points. No maintenance. Ever.

The dirty truth.

The XL500S heads for the hills with all the equipment you need for Mother Nature.

Like suspension that would look at home on an enduro course. Leading axle forks with 8 inches of travel. Gas-charged lay-down shocks with 7 inches of travel. Both with new and improved damping rates for 1981.

The swing arm has been improved, too. This year, it's a box section design that pivots on needle bearings.

Even the small touches are there. Like the enduro style chain guide and chain adjusters. The USDA-approved spark arrestor. Or the new extra wide front fender. Everything you need to leave civilization behind.

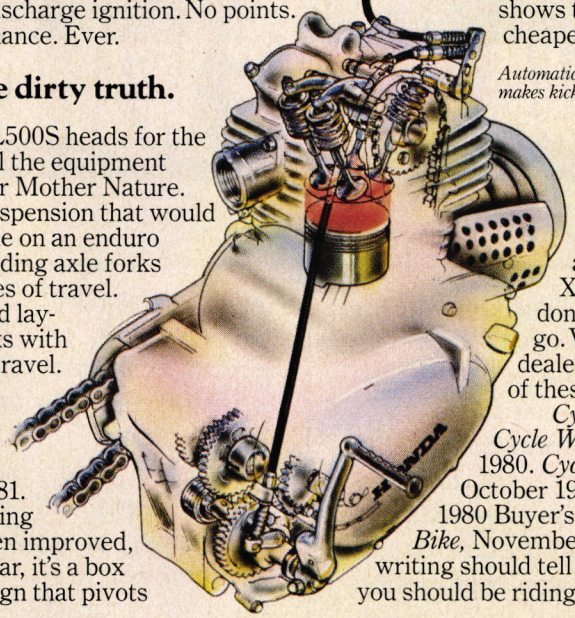
Meanwhile, back in town.

The XL500S, however, is anything but half-hearted on the street.

For all its power and torque, its engine is surprisingly smooth. Thanks to dual counter-balancers that dampen out vibration.

Its Honda-designed dual purpose tires hug the pavement, handle with predictability and ride smooth, even in the fast lane.

The XL500S comes complete with street legal lighting, refreshingly high gas mileage and a price tag that clearly shows that one bike is cheaper than two.



Automatic compression release makes kick starting easier.

A suggested reading list.

If you want to know more about the XL500S, you don't have far to go. Visit a Honda dealer. Or pick up any of these fine magazines. *Cycle,* May 1980. *Cycle World,* October 1980. *Cycle Guide,* October 1980. *Motorcyclist,* 1980 Buyer's Guide. *Dirt Bike,* November 1980. Their writing should tell you exactly what you should be riding. The XL500S.

HONDA

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"the best protection of all fairings."

CYCLE MAGAZINE

JARDINE WINDSCREENS.

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We put years of research into the Jardine Windscreen—the result is what CYCLE Magazine calls "the best protection of all fairings". Extensive windtunnel testing and thousands of miles of rider evaluation have resulted in a windscreen that combines the finest body, hand, and leg protection with the most beautiful styling you've ever seen—period.

Molded from tough, transparent Lucite, the Jardine Windscreen is available in clear or tint, and comes in round or rectangular headlight styles to fit almost every bike.

Safety? We build our windscreens with exclusive breakaway mounts that help protect you from injury in case of a crash. And our special design keeps crosswind drag to an absolute minimum.

Guarantee? We back our windscreens with the best warranty available. If it ever breaks or becomes unserviceable in normal use, we'll replace it free for one full year (see warranty card for full details).

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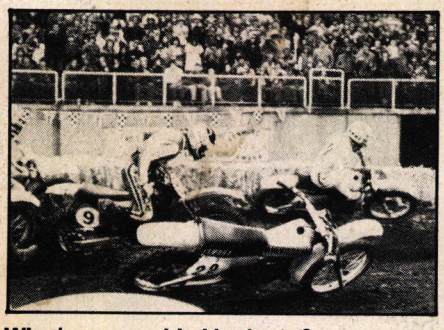


What's wrong with this picture?

The size of the crowd, for one thing.

daredevilish courage rather than motocross savvy. Which probably accounts for the racers' general dislike for the indoor showdowns. As any successful racer admits, he'd rather win by skill than by luck.

DiPrete, however, doesn't consider skill or luck when taking into account a racer's earnings for an event. He states matter-of-factly, "If Supercross dies, the riders have more to lose than anybody. The purses, plus point-fund and contingency money bring their total to nearly $500,000 for the year. And some riders get bonuses from the factory for wins. I doubt that some factories would pay the astronomical salaries, either, without Supercross on the national schedule."

DiPrete and the promoters don't want Supercross to die. DiPrete claims the AMA has reduced sanctioning fees *and* purse payouts in 1981 to help promoters weather another predictably bad money year. He admits, "We've backed off on sanction fees for this year—it's better to get a little, rather than nothing at all." The same holds true for the riders, who will earn smaller pay-outs, too, according to DiPrete, as the new season gets underway.

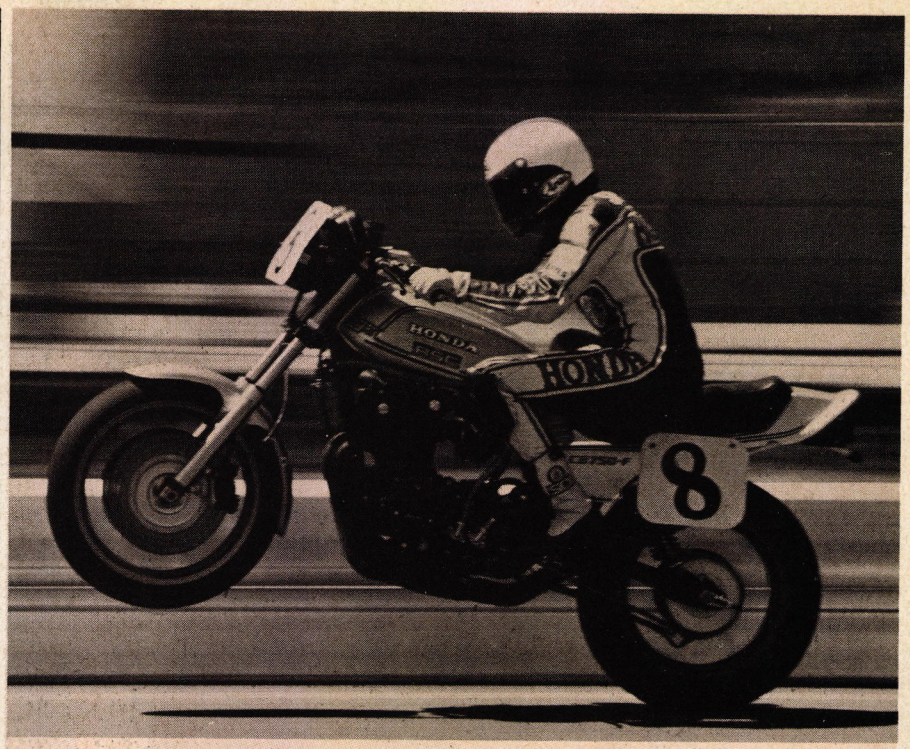
But this short-term patchwork is being overshadowed by AMA's advocacy of a possible Supercross television series. DiPrete is open in his desire for a syndicated program, on non-network TV for starters: "We've been trying to put a TV syndication package together with the promoters. We'll give it to interested television groups, and try and get the ratings up. *Then* we can go to the networks with something to sell.

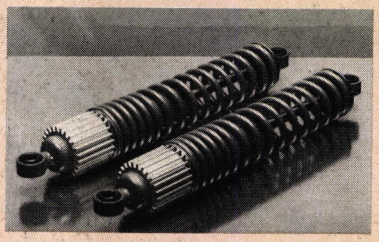
"And TV people want it," he continues. "They liked the water hole at the New Orleans event. The riders failed to realize the value of it, but the spectators and cameramen loved it. The film people said it was the best footage of Supercross yet."

Television, then, could be the salvation of Supercross; AMA's answer to the Shirley Temple training-bra crisis. And if DiPrete's statement about the water hole is correct, you can expect splash-sections at every stadium event that's wired into boob-tubes across America. The riders will have to wade through the impending conflict of interests because, as DiPrete claims, they're getting large lumps of money from sponsors and factories to put on a *show* for the spectators. It was the spectators that helped arena racing grow, after all. Spectators that could have gone to the celluloid-shows instead.

—Dain Gingerelli

Continued





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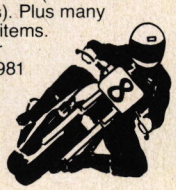
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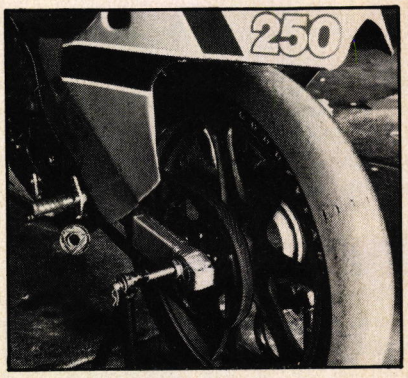
Pit Bits

• You Read It Here First Dept: A 1980 **Guide Lines** rumor speculated that success with the KZ440D **belt-drive** street bike might prod Team Green into trying out a Gates-rubbered rear sprocket on **road-racers.** Well, after 200 miles of testing at the Daytona Speedway, a belt-driven **KR250** has been pronounced race-ready by team



Gates rubber belt, roadracing style

Kawasaki looks for a loophole.

Manager Randy Hall. Eddie Lawson will probably pilot the machine in the Lightweight race at Speed Week '81.

• Another Kawasaki, actually two of them, will be ready to challenge the Land Speed Record this June. Don Vesco's **Lightning Bolt**—a twin KZ1300-engine super-screamer—will be shooting for the **wheel-driven LSR** of 406-plus mph currently held by a quad-engine Chrysler. The Bonneville Salt Flats or Edwards AFB in California are proposed sites.

• Damn the U.S., Full Speed Ahead Dept: **Supercross** has been transplanted to, of all places, Italy. An indoor MX at the **Genoa** sports palace drew 20,000 fans to a two-night event. 125 and 250cc machines competed on separate nights, the course was 700 yards of narrow whoops, and the format was genuine AMA **rip-off.** We assume that pizza and wine were substituted for hot dogs and beer as spectator staples.

• The **sixes.** Magic numbers for Top Fuel quarter-milers, and Bo O'Brochta said it here first (*CG*, Nov. '80), "I think by next year, **one of us** will run in the sixes." Well, either he dipped into the Holiday Cheer with a huge ladle or he knows something nobody else does, because in a *Cycle News* interview published after the first of the year Bo allowed as how "there will be **quite a few** sixes in 1981." Hope somebody out there is working overtime on parachute braking systems.

• Wish We'd Said It Dept: **John Day,** a former pro MX'r, on why he gave up his career following a racing accident: "A **brain surgeon** did some tests on me and said I'd be crazy to race again." •

Continued

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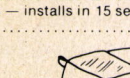

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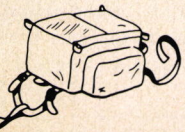

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It never has been much of a secret that OMS was a money-losing venture. Built in 1970 at a cost of $25 million, the 640-acre site barely survived a decade of management turnovers and minuscule crowds. Although it was host to numerous USAC, NASCAR, NHRA, AMA and AFM events, Ontario's position as Westernmost of the big-time ovals remained precarious. And it all ended, ostensibly, on December 17 when Chevron L&D bought OMS—plus 860 adjoining acres—for an estimated $35–42 million.

Los Angeles Times
★★ Sunday, February 1, 1981 / Part III

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Beginning of the real end for OMS

Bathroom basins, anyone?

Complete dismantling did not begin immediately, however. Hunt reports that, "They tore out the rest rooms, box seats and luxury suites first, but the walls and racetrack are still standing." Complete teardown is scheduled for June or July, giving Hunt enough time, perhaps, to mount a counter-offensive to save OMS.

"I love racing," asserts Hunt, "and I told Chevron that in this case their real estate deal isn't progress, it's greed. The Speed-

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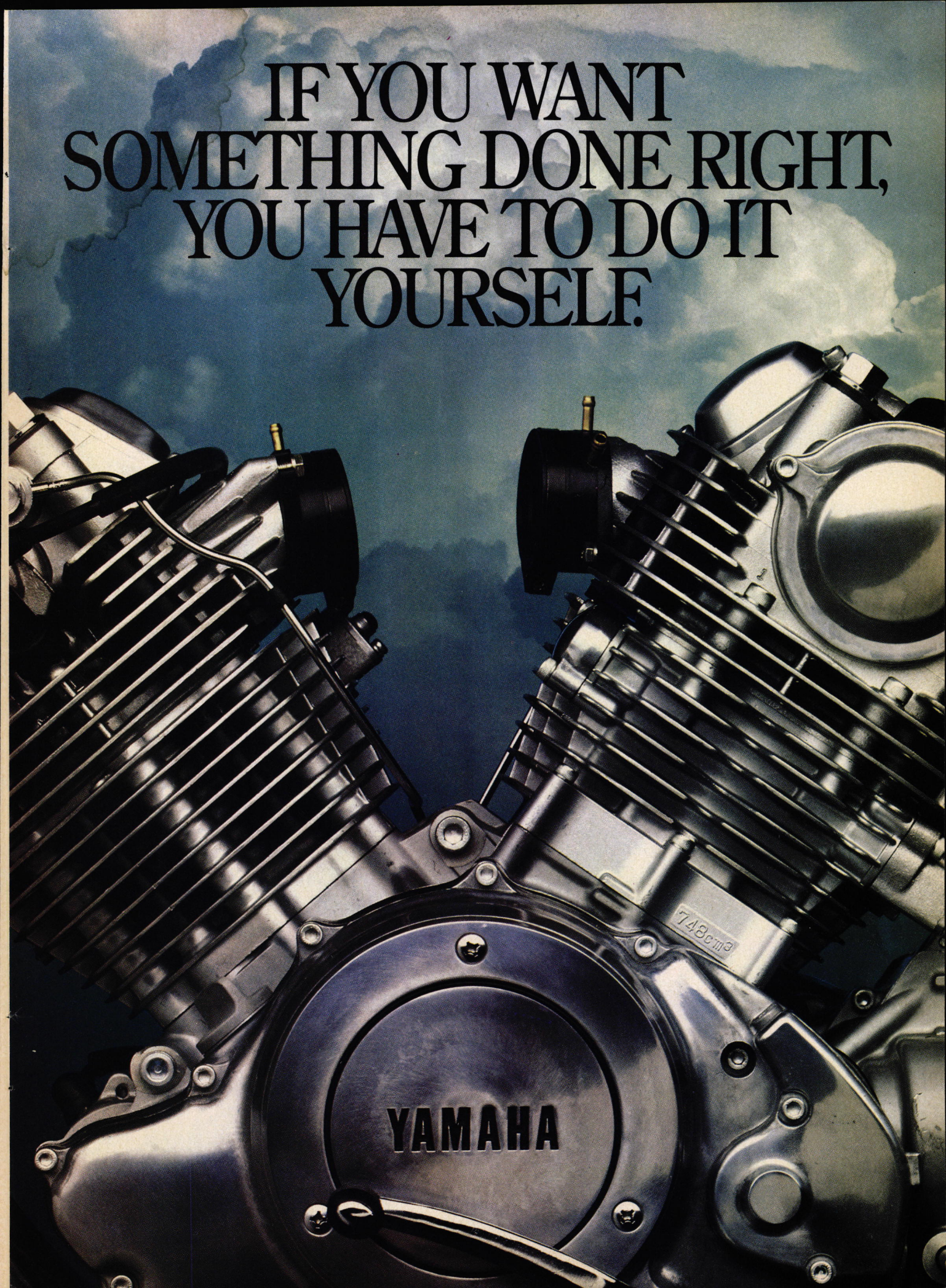
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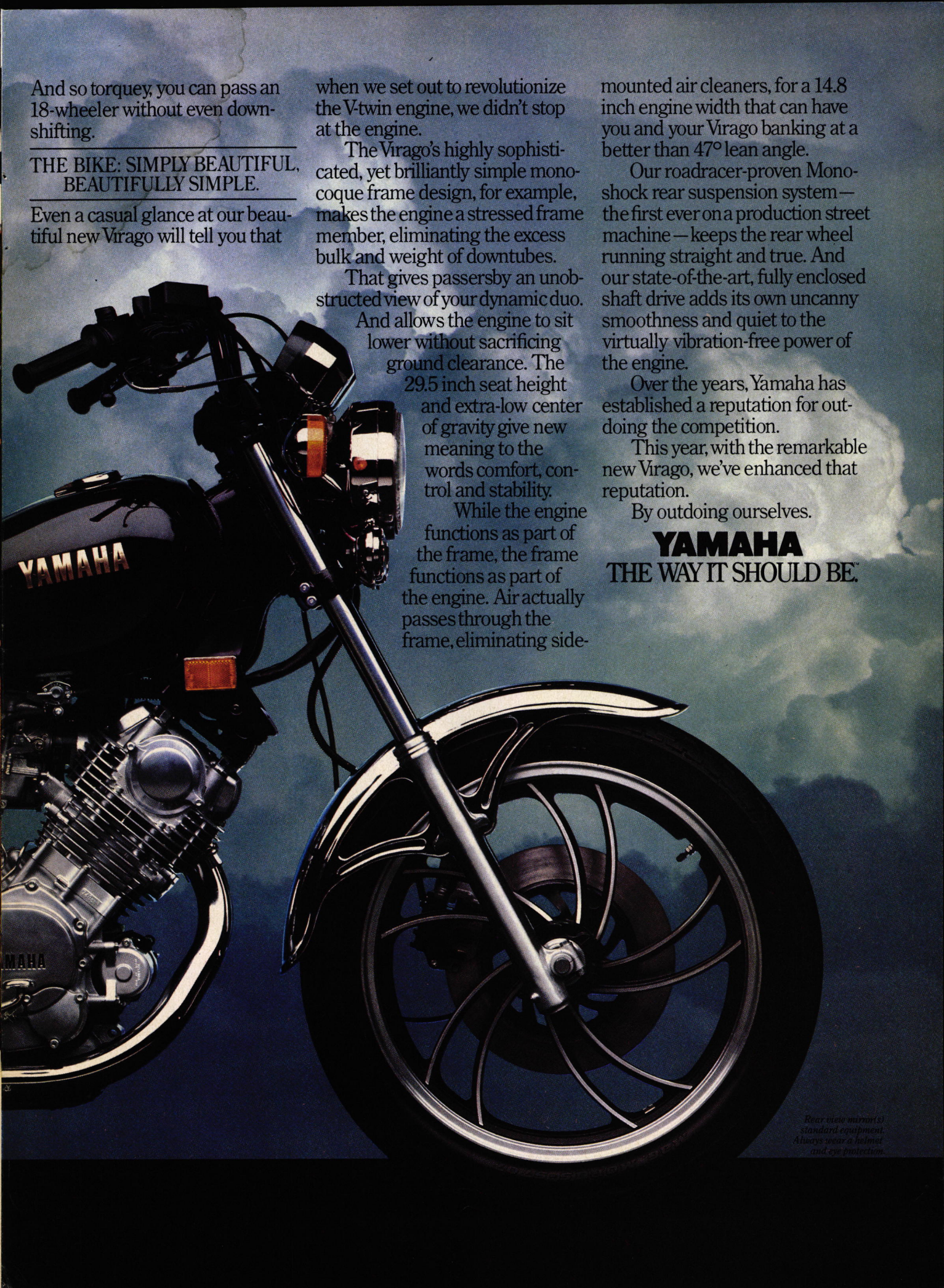

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Katie Hunt, the Gasoline Alley Duchess

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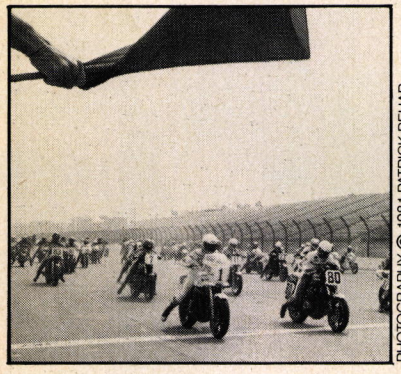

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Start of the six-hour, 1980

End of the line for a proud lady.

way is a uniquely American invention, and I've contacted people I know in the sport to come up with alternatives for its use that might appeal to the businessmen—and still allow us to keep on racing."

Auto heavyweights Dan Gurney, Richard Petty and Parnelli Jones (among others) responded to Hunt's plea. As a result, Chevron has received a detailed outline from Hunt et al, proposing a revitalized Chevron Motor Speedway replete with a museum, new infield development and a Chevron display. The proposal seems to have everything going for it—except money.

Which, as any businessman knows, is the bottom line. The crux of Ontario's past, present and future is inextricably tied to money. But there are no bad guys in this tale of capitalistic venture, of free enterprise opportunism—just a good guy, or girl in this case. Katie Hunt is a Winner, even if racing will almost undoubtedly come out a Loser.

"I've been close to the point of giving up many times in the past weeks," says the persistent Hunt, "but then someone else will offer to help and I'll get new energy. I know now that I'll keep going until the last block of concrete is carted off."

In happier times, Katie Hunt was nicknamed "The Duchess of Ontario" by Harry Bresach of the AFM. The name will stick, even after she has no realm to rule.

—Jeff Burtt

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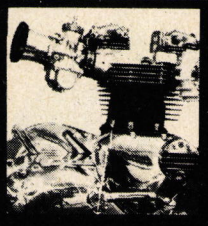

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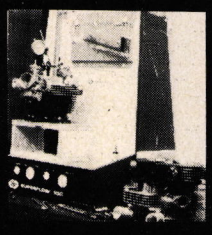

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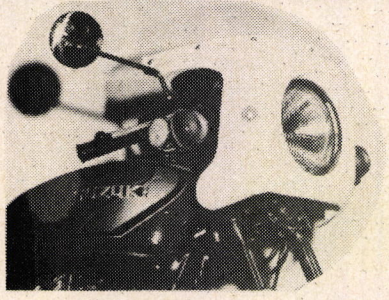

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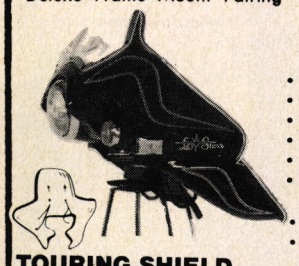

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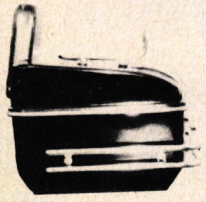

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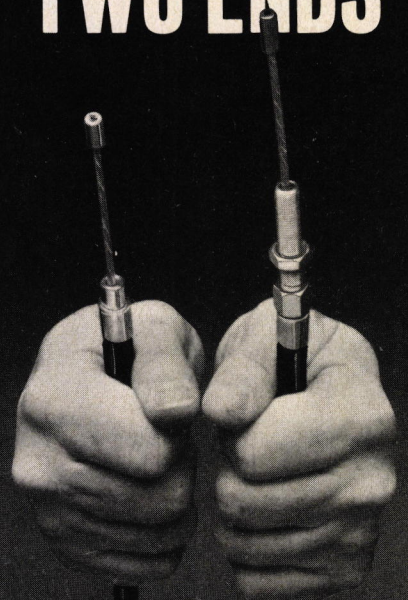

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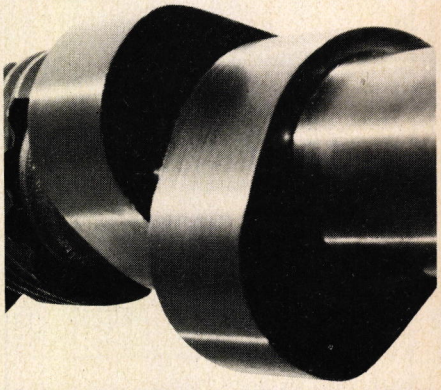

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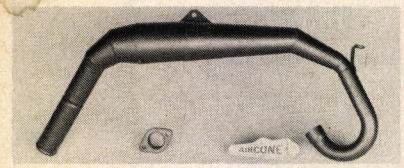

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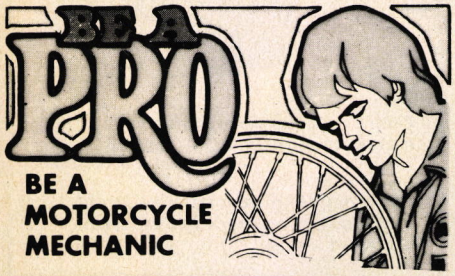

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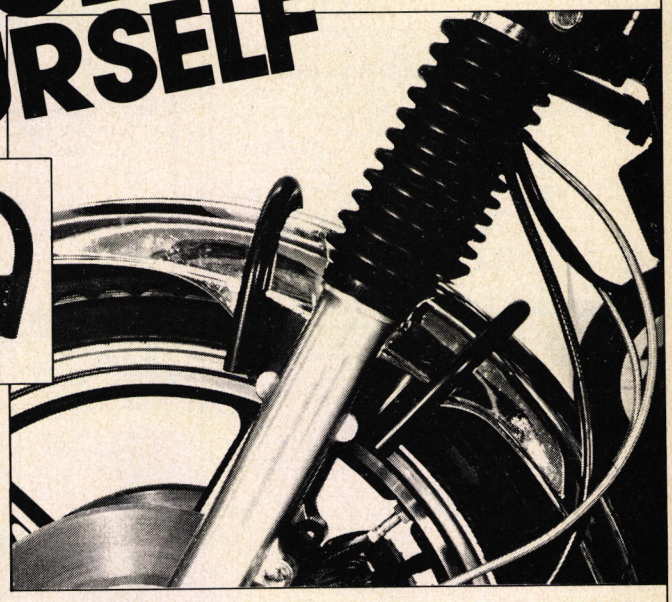

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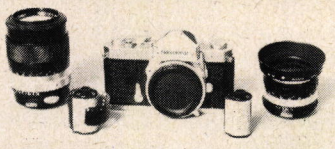

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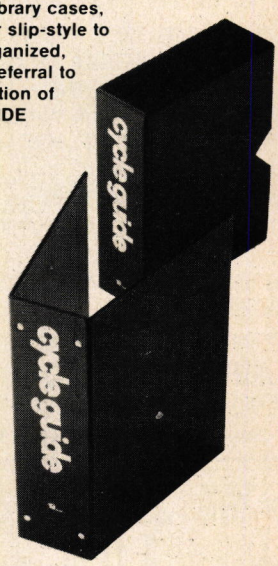

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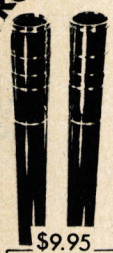

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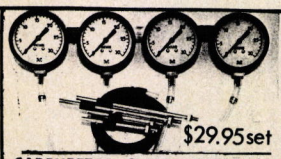

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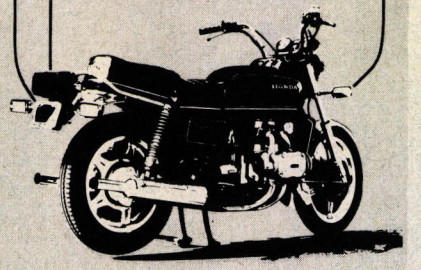

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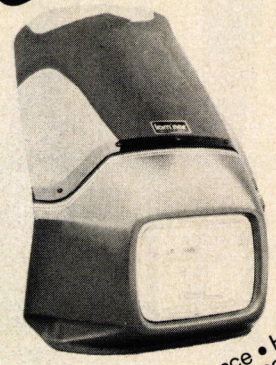

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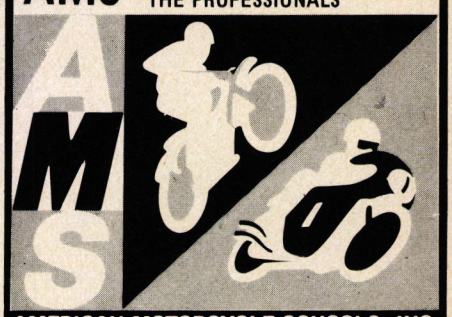

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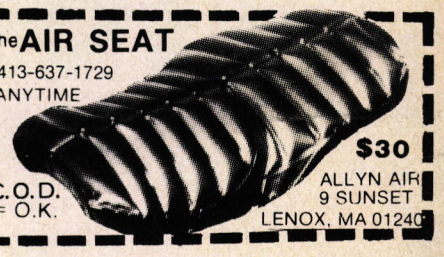
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